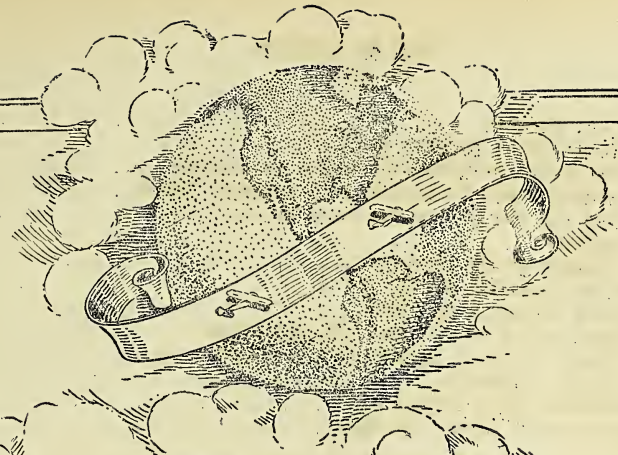
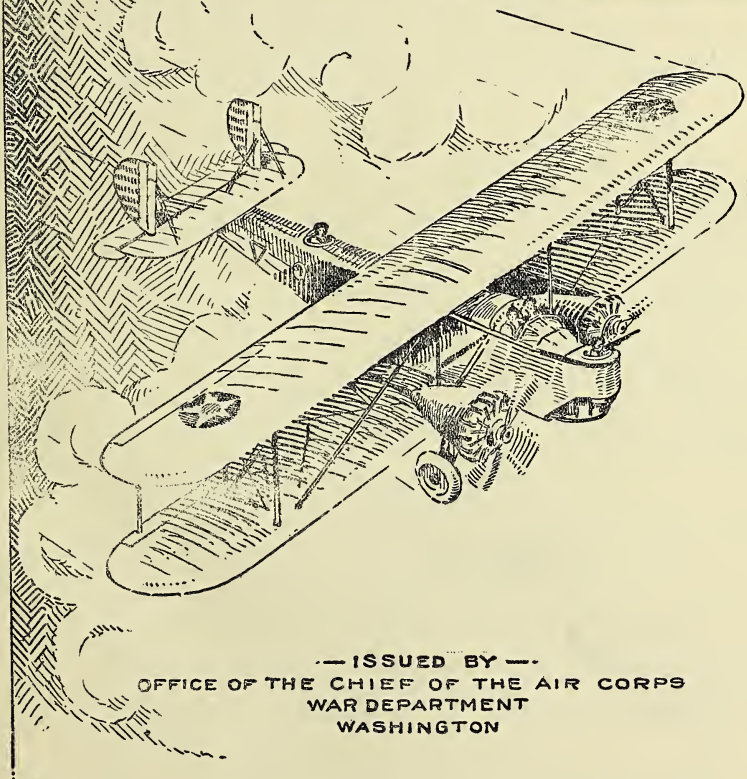

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AIR CORPS NEWS LETTER



—ISSUED BY—
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

VOL. XIV JANUARY 16, 1930 NO. 1

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VOL. XIV A I R C O R P S N E W S NO. 1
Information Division January 16, 1930 Munitions Building
Air Corps Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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GREETINGS FROM MR. DAVISON

I wish to take this opportunity to extend to the officers, non-commissioned officers, the enlisted men of the Army Air Corps and their families my most heartfelt wishes for a New Year full of happiness and contentment.

Important legislation, dealing with materiel as well as personnel, has been studied and discussed by Congress for some time, and I share with all of you the sincere hope that those deliberations will bear fruit this year.

F. TRUBEE DAVISON,
Assistant Secretary of War.

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AIR CORPS TACTICAL SCHOOL DEFEATS FOG

They say that the darkest hour usually comes before dawn, but according to the following story just submitted by the News Letter Correspondent from Langley Field, Va., the above situation was entirely reversed, the dark hour coming just before sunset.

Our Correspondent goes on to say that the Air Corps Tactical School during the afternoon of December 17th met the old enemy of airmen, fog, and though the battle which followed was not decisive, the honors, if any, lay with the School pilots, who suffered no casualties of any kind to personnel, the only losses being one airplane completely wrecked and another damaged so that it will require complete overhaul.

It all happened late in the afternoon of a day which had been given over to an all-day practical problem under the supervision of 1st Lieut. Clayton L. Bissell, A.C., Pursuit Instructor in the Tactical School. The entire command, consisting of eighteen Pursuit ships and eight two-seaters, had been sent on the last mission of the day and was to land on the Langley Field airdrome at 4:45 P.M. This plan must have been known to the enemy, for at about 4:00 P.M. a fog rolled in from the east and in a few minutes the post was obscured. Thus, a new situation was suddenly injected into this particular problem and, in view of the fact that the Pursuit ships would have about exhausted their gasoline supply, quick action was necessary.

At about 4:45 the first airplanes were heard flying toward the field. All landing lights, obstacle lights and the beacon had been turned on to guide the pilots, and arrangements were made to burn magnesium flares on the flying field in the hope that the pilots would be able to see them. Signal lights were fired from the ground and from the water tank. Vertical visibility appeared to be better than lateral visibility, but the pilots would require visibility in all directions to land successfully.

Soon there were many airplanes flying over the field and evidently some of the pilots were attempting to land. Two three-ship formations could be dimly seen flying over the field at about 500 feet. The fact that they were keeping a fairly close formation indicated that they were not in the fog at that altitude. Then it was evident that a Pursuit ship was attempting to land. It could be heard as it glided in, the pilot evidently feeling for the field. The next sound indicated that it was on the ground and taxying to the line. The pilot was 2nd Lieut. E.M. Day, A.C. He stated that after flying around in what he thought was the vicinity of the field he suddenly saw the beacon only a short distance away. That gave him his location and down to the landing he came, gradually feeling his way.

Then came a telephone call that a ship had crashed on "Tom Jones" farm near New Bridge Creek on the Back River Road. Meager information - but a Medical Officer, an Engineering Officer and crew were dispatched to locate it. It turned out to be Capt. H.W. Flickinger who had struck a tree in landing the U.S.M.C. F6C3 which he was flying, completely washing out the ship, but coming

out of it himself uninjured.

In the meantime, three other single-seaters had landed on the airdrome and had taxyed to the hangars. Rumors were being spread to the effect that two pilots had jumped and that a ship had crashed near the airship hangar. None of these rumors had any foundation.

A little after five a telephone call came reporting several ships down near Hilton Village, without injury to pilots or ships except Major B.K.Yount, A.C., who had been injured when his P-1 was wrecked in landing. However, it wasn't long before Major Yount called by phone to deny that he had even so much as a scratch. This report lessened the tension to a great degree, but there were still twelve airplanes to be accounted for. Several minutes passed without news. The single-seaters must be on the ground as their gas supply must be exhausted. The two-seaters had sufficient fuel to go to Richmond, or further if necessary. Finally a phone call came. Name after name was given over the phone and the list was checked against that on the School Operations blackboard. Every ship and every pilot was accounted for. Personnel O.K. - two ships wrecked. A yell of joy went up from the crowd assembled in the office. Who cared about two ships when the pilots were all right? The Commandant and the Assistant Commandant slapped each other on the back, both talking at once in a relief from the tension and expressing joy that all was well after a hectic, harrowing hour.

As for the ships which were several miles from the field and must be brought back -- ask the Engineering Officer.

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AIR CORPS TO PHOTOGRAPH PREHISTORIC CANALS IN ARIZONA

Upon the request of Smithsonian Institute officials the Assistant Secretary of War for Aeronautics, Honorable F. Trubee Davison, has authorized the Army Air Corps to make aerial photographs of prehistoric irrigation canals near Phoenix, Arizona. From an archeological standpoint, these ancient canals are extremely interesting and of great value as a subject of study. They are fast becoming obliterated by local farmers and present-day irrigation projects. The canals are situated along the Gila and Salt Rivers.

An officer pilot, enlisted photographer and airplane are being ordered from Crissy Field, San Francisco, California, for the purpose.

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INTERMEDIATE LANDING FIELD ESTABLISHED AT MIDLAND, TEXAS

The Secretary of War has authorized the establishment of an intermediate landing field at Midland, Texas. The personnel for this field will consist of four enlisted men of the Air Corps and two from the Signal Corps.

The Chief Signal Officer, Major-General George S. Gibbs, will furnish the necessary meteorological personnel and equipment for the establishment of the necessary meteorological service at the field. The citizens of Midland have agreed to dismantle a surplus hangar at Biggs Field, Fort Bliss, Texas, and re-erect it at Midland. They have also agreed to construct buildings to house the personnel of the field.

The personnel for the manning of the field will be sent to Midland when the necessary buildings for it have been provided.

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NEW AIRPLANES FOR THE USE OF THE NATIONAL GUARD

One new airplane, Observation type, has been assigned to the 118th Observation Squadron, Connecticut National Guard, stationed at Hartford, Connecticut, one to the 104th Observation Squadron, Maryland National Guard, stationed at Baltimore, Maryland, and one to the 11th Observation Squadron, Texas National Guard, stationed at Houston, Texas.

These planes will be ferried from the factory to their home stations by Regular Army personnel on duty with the National Guard of the state concerned.

When delivery of the planes has been completed each of these squadrons will have five available planes of this type ready for use.

LET'S GET ACQUAINTED

Under the above title, Major S.T.Stewart, U.S.Army, contributed an interesting article in the December issue of the Coast Artillery Journal, which we take the liberty of quoting below, as follows:

"Shortly after the war the Coast Artillery Journal published a story about an officer who believed prior to 1917, that the Coast Artillery had stagnated, that it was "tied to the concrete" and had no future. He therefore transferred to the Cavalry and later, when the war came had to become a Field Artilleryman to see action. The point is that at the time the story was published we were realizing we had our hands full with tractor and railroad artillery, anti-aircraft guns and equipment, and a few other things which had developed during the war and carried with them many unsolved problems sufficient to interest any man and challenge the best of us.

"I am inclined to believe that many people in and out of the Army - but particularly those out - even now think the Coast Artillery is on its last legs. This is evidenced by the "Flash" which went over the country announcing that the Coast Artillery was to be discontinued as a result of the President's "Retrenchment Study".

"Again we see in LIBERTY MAGAZINE a partisan of the "Sky Army" stating that the coast defenders might just as well begin to look for other jobs.

"Lord save us! If these people only knew what we know they would know we have plenty of jobs right now and that the Air Corps, far from wanting us thrown out, realize we are their best friends; that we are not rival branches but complementary-auxiliary arms both respecting and needing the other, both seeing greater possibilities in the future. The tactics - or why and wherefore of this is another story (known (?) to graduates of Leavenworth at any rate) and too long for this one, but if the general public were better acquainted with us, they would not be so apt to write such things - or believe them,either.

"The Air Corps has grown in the last decade and its possibilities are tremendous - so much so that any man's guess for the future is as good as another's. But so have WE grown. The reason air forces are so much talked about is that aviation is being carried forward in civil life as well as military. It is new and it appeals to the public.

"The work of the Coast Artillery is almost purely a military science and its promotion is the result of hard, intensive study by the Corps on remote posts, by Ordnance and Signal Corps in proving ground or in laboratory, or by staff studies or otherwise - in ways not known to the civilian, without blaring of trumpets or flashing across the sky.

"The people simply do not realize what is going on. One personal example was when a lady in Honolulu informed me that Diamond Head contained the greatest guns in the world; that twelve-inch mortars were there shooting ten miles - "and wasn't it wonderful". The day before I had seen a sixteen-inch gun seventy-five feet long shoot a projectile, weighing almost as much as the mortar over forty thousand yards, and it wasn't in Diamond Head, either. I had seen Captain Braly's battery of anti-aircraft guns, old model, cut the towline of an anti-aircraft target at night at the ceiling. And she didn't know THAT.

"Many people still think of us as immobile troops, living a life of ease in pleasant houses on the water front, ready to point obsolete guns at obsolete battleships when they get too close to shore.

"What does the general public know of subaqueous range finding, of railway artillery, of remote and electrically controlled anti-aircraft equipment, of automatic belt-fed anti-aircraft machine guns - four in one, or the use of these weapons to make a safe rendezvous for the Navy or to cover a division, corps or army area? What does it know of beach defense against an overseas expedition? If not, why not? It is easy to say "Let's get acquainted", but another story to carry this out in these days of "No leave in the summer time".

"Much of our stuff IS scientific and dry. Anti-aircraft target practice can not be carried out over New York City and aviators are not voluntarily expendable, but there is much that can be made of interest, much that can be done if there is the will and IF A THING HAS TO BE DONE, IT CAN BE DONE.

"There is the old story of the two frogs who fell into the pail of milk. One said, "The sides are high, there is no footing to let me jump out, so there is nothing for me to do but die" - and he did. The other one said, "I can swim. I'm alive. Something may turn up." He kept paddling, churned a cake of butter and jumped over the side of the pail. If, therefore, we think that

the work of gaining public contact is hard, or if various ways suggested seem puerile or foolish, just keep paddling and butter may form under our feet. We never know what will happen until we try.

"Several ways of keeping in touch with the people suggest themselves; first, the Reserve and the National Guard officer. He is, in everyday life, a civilian but he is interested in the Coast Artillery (or some other branch) or he would not hold the commission. Although a part of the "One Big Army" he is also a part of the general public, with contacts and influence not open to the Regular establishment. Why not make him feel at home at the nearest post? On some posts there may be an officer particularly fitted for making these contacts, one who could bear the brunt of this work. But if not, it would be a good thing for every officer to know that the "Old man" wanted every Reserve officer or R.O.T.C. student to know that he was welcome on the post as a member of the Army, welcome at the mess or club, welcome to watch drills, at target practice, or to poke around the supply room or battery and see and feel army equipment, to know what is going on. I believe the average Reserve officer would pay his own way - that is, not expect any expenditure by way of entertainment, or, if he received it, would pay back in enlarged measure. That has been my experience over a good many years in various kinds of work. The college man may need some education along this line due to youth and inexperience, but many of them would be glad to eat in the battery mess, and pay for it, just to get into the atmosphere. Many officers and candidates would like to watch the preparation of a mess in an army kitchen, watch an inspection, or view the daily drill.

"There are a hundred thrills in a harbor defense for the average civilian. Why not invite the public to partake of an army meal on the day of a big shoot or a special review? Make provision only for those who drop a line or telephone saying they will be there and pay their fifty cents. Some other day have the Legion and Veterans of Foreign Wars as a select group.

The officer on Organized Reserve or National Guard duty can let it be known that he will always be glad to see those interested in military affairs, that he has the latest army directory, latest army regulations, or training regulations. Lots of ways he can find to make himself known and to make friends if he keeps paddling.

Then comes the general public. When I was at Jefferson Barracks a few years ago twenty-three thousand people responded to the invitation of the Commanding Officer to come out for a Memorial Day celebration. He made a speech which was reported in the newspapers and reached thousands of others. Coast Artillery posts near large cities have an unusual opportunity to stage events of this sort and in these days of the automobile and good roads anything up to one hundred miles is neighborly. But the general public must be made to feel welcome, to know that they are not going to be stopped or embarrassed by a sentry, that they may dare go inside the gate without something unpleasant happening. Put up a sign board at the entrance, "Visitors welcome", in big letters and under it, "For information apply at Bldg. No. 10". If there are spots which they should not visit, a neat, well-painted notice (not a worn-out dingy one which looks like a war relic) ought to steer them right. Automobilists today are accustomed to watching signs and have learned that it pays to observe them. Allow them near the batteries and on special days have the gun commanders and platters around to explain things.

"Last but not least are the newspapers and news reels. If I were a post commander of Fort "Sixteen-Inch" or Fort "Room 21, Federal Building", I would make it a point to know at least one reporter or city editor on each paper in my neighborhood (Remember that one hundred miles.) and I would see to it that every time something happened or was going to happen, that they knew about it. I would see to it that they felt at home in my headquarters, free to drop in whenever they felt like it, and glad to see me if I called at theirs. And that if on any particular occasion I had on my hardboiled face, they would know that behind it was the possibility of a grin and a human point of view. I would have a feature writer ride the tug at mine practice, correspondents ride a plane at an anti-aircraft shoot, stand beside the group of battery commanders and see them sweat and swear, later telling them what it was all about. Human interest is what they are after and they could find it. This goes for the photographers, too.

"Some one in every organization should be on the lookout for stories with news value. Some one person should collect these, if on a large post, edit

them and see that they got out while hot, even if the editing suffered. That is another thing all papers want and appreciate. If I didn't know news value I would get some military intelligence Reserve man to put me wise. That is a "can do". Item: As a major of the Reserve has, to my knowledge, in the past several years, guided the publicity of a whole corps area just because, being a mighty decent, busy sort of a chap, he appreciated a little interest and "Welcome, glad to see you" at the right time.

"We have many things in the Coast Artillery which are, in spite of the technical aspect of some of them, of great potential news value, particularly for newspaper feature sections. Some of them need the point of view of the trained writer to translate them for the general public. Some of them will interest technical men and some the military "bug". The October JOURNAL contains two such stories: "What We Have Done with the 155 GPF" and "What Captain Braly Did with His 'B' Battery". "The Sound Locating Horn, What It Is, and How It Came About", is another one. Possibly the editor of the JOURNAL ought to add this work to his list of duties.

"Talks on the more technical subjects should be of interest to engineering societies. We have many able men in the corps and it should not be difficult to obtain recognition for them. Bodies of insurance men would be interested in a talk on the "Coast Artillery as Insurance". The Kiwanis, Rotary, City Clubs, and business men's organizations of many kinds would welcome officers as speakers at their luncheons or dinners with carefully thought out and prepared papers discussing any one of a dozen topics with which we are familiar. "What the Coast Artillery is Doing", "How to Hit an Airplane by Day or Night", "Controlled Mines and How They Are Handled", "The Anti-Aircraft Regiment in Attack and Defense", are suggestions.

"If I were a post commander, I would have the name of every officer, past or future, Regular or Reserve, in my neighborhood, and at least once a year I would have an open house of some kind, and see that a personal invitation went to every one of them to come and get acquainted. Every officer on the post would be a member of the reception committee and do his part to make every one happy.

"I would do likewise with city and government officials and see that any friends they sent out at any time with a card of introduction were shown every courtesy possible. It would not be difficult to lead conversation into interesting channels. Let the public into our confidence, whether just curious, whether after news, or just plain "bug" and see what happens. Out of little things big ones grew. WE know what we have, let the others find out. Let's get acquainted.

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WOODEN TROPHY CHANGES HANDS FREQUENTLY

Several officers have displayed remarkable ability in landing Amphibians on the Field with their wheels up, according to the News Letter Correspondent from Luke Field, T.H. He goes on to say that none of these so-called dry landings were very serious or damaged any of the ships, and that it is remarkable what these "ducks" will stand and still fly away.

Major Maxwell Kirby, Commanding Officer of Luke Field, has donated a Wooden Loving Cup, and each dry-landing earns a handle on this trophy for the pilot concerned. Thus far the following pilots have earned this doubtful honor: Lieuts. Russell L. Williamson, George V. McPike, Thomas L. Gilbert, Harold Lee George, Captains Calvin E. Giffin and Frank H. Pritchard.

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ALTITUDE RECORD AT ROCKWELL FIELD, CALIF.

Lieut. Norman H. Ives, Air Corps, attached to the 95th Pursuit Squadron at Rockwell Field, Coronado, Calif., does not appear to be superstitiously inclined. On the prize "Jinx" day of them all, Friday, December 13th, he took off in a Boeing P-12 airplane, equipped with a military load, and reached an altitude of 30,000 feet.

The News Letter Correspondent believes this to be the record altitude for Pursuit planes. He states that any knowledge as to greater altitudes will be appreciated but adds that until same is received Rockwell Field will consider that it holds the record.

RESUME OF MILITARY AVIATION FOR 1929

A resume of the activities of the Army Air Corps for 1929 indicates that it was a satisfactory year in accomplishments and progress in all departments of aviation. Satisfactory results in aeronautical engineering were obtained; several record flights were made by Army flyers and the training in the schools and throughout the Air Corps has shown improvement both in the number who have graduated from the schools and in the character of the training.

Early in 1929 the Air Corps Materiel Division at Wright Field, Ohio, announced the final successful tests on what is popularly known as the "Prestone-cooling" system for liquid-cooled airplane motors. Through the use of this liquid, glycol-ethylene, for motor cooling they succeeded in reducing the size of the radiator 70% and decreasing the weight considerably. This system was given a thorough service test in a small single-seater Pursuit plane, a Curtiss "Hawk", powered with a 12-cylinder Curtiss V-type motor of 400 horsepower. One glance at this airplane so equipped, with its sleek, racy lines, is sufficient to make one realize the advantages obtained by the use of this cooling system, such as weight reduction and increased streamlining of fuselage.

This past year has also seen the last of the famous Liberty motors as a standard installation for Army planes. Born during the war, and changed in small details from time to time, this motor outlived its usefulness and was replaced with more modern types, both air and liquid-cooled. The appropriations Act for the current fiscal year sounds its death knell. "None of the money appropriated in this Act", it says, "Shall be used for the purchase of any airplane, ordered after the approval of this Act, which is equipped or propelled by a Liberty motor or by any motor or airplane engine purchased or constructed prior to July 1, 1920."

New equipment has been the order of the year. Pursuit planes have had motors equipped with Prestone-cooling systems and with superchargers. Many Observation planes have recently been ordered, one type with water-cooled motors for tactical units and the other type with dual controls and air-cooled motors for use as advanced training planes.

Very important in one respect is the adoption of the heavy Bombardment plane, known to us as the "B-2", and outside of the service as the "Curtiss Condor Bomber". This dual motored plane is an adaptation of the Curtiss Condor transport and is the first case in which the Air Corps has adopted a truly "convertible" plane, one that in the event of an emergency could be converted from a commercial to a military plane either on the production line at the factory or at a repair depot from planes actually engaged in commercial aviation at the time.

In the latter part of 1929, a radical departure from the past was made when a dual-motored, three-place monoplane was ordered for contemplated service test as a long-range Observation plane; and a two-place Pursuit plane was ordered for similar tests. The May maneuvers in Ohio confirmed previous ideas on the need of these two types.

Training activities were carried on with the usual vigor. During the past year 57 officers, 2 non-commissioned officers and 244 flying cadets were graduated as pilots from the Advanced Flying School at Kelly Field, Texas, and 12 others graduated from the Special Observers' Course at this same school. There were 577 graduates from courses given at the Air Corps Technical School at Chanute Field, Illinois. Of these, 13 were officers, 517 Air Corps enlisted men and the remaining 47 were from other arms of the Government service and from the Armies of foreign nations. From the Air Corps Tactical School at Langley Field, Virginia, there were 24 graduates. Of these, 14 were Air Corps officers, 8 officers from other branches of the service and 2 officers from the armed force of other nations.

The classification system of all Air Corps Reserve officers, started in operation in 1928, was completed at the close of the fiscal year June 30,1929. As a result,it was found that, of the 5800 or more Reserve officers, we had but 1500 who were qualified to pilot planes with the required degree of proficiency, and of this 1500, but 600 who were qualified to act as pilots of service type planes on tactical missions without the need of a refresher course of flying. This number of Group I pilots, as they are called, is small, but it has increased rapidly in the last six months. The survey, however, ascertained definitely that the number of good and fair pilots, and the number of Reserve officers qualified to assume active duties with tactical squadrons in

case of emergency.

As far as flying activities go, the year has been successful. The 6½ days' duration flight of the Army's "Question Mark" not only tended to demonstrate the high standard of flying ability reached by our pilots and the excellence of our adopted types of planes, but it also paved the way for flights of a similar nature by civilian aviators. These culminated in the record of 420 hours and 21 minutes, or 17½ days, made by Jackson and O'Brine late in the year.

Quite a number of notable long-distance flights were made during the year, thus giving evidence that flying equipment is reliable in character. Army pilots in a transport plane made the flight from Dayton, Ohio, to France Field, Canal Zone, in 38 hours and 40 minutes. Another notable flight was the one made in the other direction, from France Field to Kelly Field, Texas, a distance of 2030 miles, completed the same day the plane took off from its starting point in the tropics. A third interesting flight over the same route was the one participated in by France Field pilots, who proceeded to Langley Field, Va., in one Pursuit and two Observation planes, to take part in the Annual Aerial Gunnery Matches. These pilots returned to their proper station in the Zone in the same planes.

A flight, which at the time received very little attention from those outside the service, was the one made by a formation of nine Bombardment planes, under the command of Major Hugh J. Knerr, from Langley Field, Virginia, to Rockwell Field, Coronado, Calif. The trip West was made in exceptionally good time. The return to Langley Field was made in easy stages.

High altitude flying was not neglected, for quite a number were made, chief among them being the one participated in by Lieut. Harry A. Johnson and Capt. Albert W. Stevens, photographer, when a record of 35,611 feet for biplace planes with full load, was attained. Two young Army pilots, Lieuts. Gregg and Woodring, engaged in combat manoeuvers in Pursuit planes at an altitude of 25,000 feet.

A flight under the auspices other than that of the Air Corps but which received considerable attention the world over, was that credited to one of the most famous of our Air Corps pilots, Lieut. James H. Doolittle, when he made a complete flight, including take-off and landing, solely with the aid of his instruments, thus approximating 100% fog-flying conditions.

A striking demonstration of the great advance made in the science of aerial photography was recently given by Capt. Albert W. Stevens. This officer piloted by Lieut. John D. Corkille, proceeded on a photographic expedition from Dayton to the Northwest, and during the course thereof made an aerial photograph of Mt. Rainier from a distance of 227 miles. At the time of exposure Mt. Rainier was beyond the photographer's range of vision.

Several inspection flights of considerable length from 2,000 to 20,000 miles, were made by the Air Corps officers, carrying General Staff officers and high government officials. Honorable F. Trubee Davison, Assistant Secretary of War for Aeronautics, and Representative W. Frank James, Chairman of the House Military Affairs Committee, hold the record of 7,000 and 20,000 miles respectively.

In May of the past year there were facing each other, in the simulated combat conditions of a combined maneuver, over 250 planes of all types. These planes were assembled at Wright Field and Norton Field in the maneuvers held in Ohio. All these planes were flown from their home stations in various parts of the country to the scene of the maneuvers and upon the completion of same two weeks later were flown back again. Many lessons for future application were learned during these maneuvers, both from an engineering and a tactical nature.

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UNCONSCIOUS AIRMAN FALLS 12,000 FEET THROUGH SPACE

During a high altitude test conducted at Rockwell Field, Coronado, Calif., on Dec. 10th last, Lieut. D.D.Graves, A.C., attached to the 95th Pursuit Squadron became unconscious when a fitting on his oxygen tank suddenly failed to function, as a result of which he lost consciousness before becoming aware of the failure of the oxygen supply. The plane lurched into a tail spin, and at 15,000 feet altitude he began to recover. So fast was his drop, however, that the plane had reached 13,000 feet before he regained his faculties sufficiently to grasp the controls. He effected a safe landing.

Lieut. Graves had gone aloft to test a Pursuit plane in combat maneuvers at an altitude of 25,000 feet. The test was part of the winter schedule of high altitude maneuvers at Rockwell Field. Formation flying in groups of three at an altitude of 25,000 feet is contemplated very shortly.

ARMY AND NAVY PLANES JOIN IN ARMISTICE DAY CELEBRATION

The Army and Navy helped the Territory of Hawaii observe Armistice Day with spectacular formation flights which entertained the throngs of people in Honolulu.

Twenty-two Army planes, including several types, crossed the city. The formation was led by a flight of six Amphibian planes, followed by an equal number of De Havilands. Next came three Martin Bombers, and high above them all were six PW Pursuit planes from Wheeler Field.

The Army formation was followed by a large flight of Navy planes a few miles to the rear and farther seaward. The entire formation of both Army and Navy planes totaled 57 in all.

Off Diamond Head a flight of five Army planes left the larger formation and proceeded to the Island of Hawaii, where assistance was rendered the town of Hilo in its celebration. Capt. Calvin E. Giffin was the flight commander of this inter-island flight, and he was accompanied by the following personnel: Capt. George P. Johnson, Lieuts. Harold Lee George, R.R.Brown, L.P. Holcomb, Walter T. Meyers and Chaplain Herbert A. Rinard.

Radio communications were maintained with WYQ, the Army Air Corps radio station at Luke Field.

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RETIREMENT OF LIEUT. ALDWORTH
By the San Antonio Air Depot Correspondent

It is with deep regret that we announce the retirement, pursuant to War Department orders, of 1st Lieutenant Richard T. Aldworth, Air Corps, whose active military service terminated at the San Antonio Air Depot on December 19th, due to disability contracted in the line of duty.

Lieut. Aldworth, as a San Antonio boy, was one of the first of the young pilots on America's entry into the World War, having joined the first class in aeronautics at the University of Texas, and entering the Service as Private, First Class, Aviation Section, Signal Enlisted Reserve Corps, on July 28,1917. He was commissioned as First Lieutenant, Air Service, National Army, on May 16, 1918, and permanently commissioned as First Lieutenant of Air Service on July 1, 1920.

Lieut. Aldworth was one of the first of the American airmen with the A.E.F. and after the course at Issoudon was actively engaged on the Italian front throughout the period of hostilities. He has an enemy plane to his credit, and at one time, due to forced landing behind the enemy lines, was a prisoner for some weeks. His flying was principally on Bombardment missions, and his War Record is well known.

Lieut. Aldworth was on duty at this Depot from June 30, 1924 to June 1, 1926, in the Engineering and Operations Departments, going from here to Langley Field, Virginia. He was again assigned to duty at this Depot on September 3, 1929. He is an enthusiastic flyer, and has also been prominent in all forms of athletics, and his retirement is felt as a distinct loss to the Service.

Lieut. and Mrs. Aldworth expect to take up their future residence in Newark, New Jersey, and their departure is accompanied by the most cordial and sincere wishes of their hosts of friends, not only at this station, but in the City of San Antonio and vicinity, for their happiness and prosperity in civilian life.

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BOMBARDMENT SQUADRON TAKES NEEDED REST
By the News Letter Correspondent

Seventy men of the 28th Bombardment Squadron, stationed at Nichols Field, P.I., recently departed for the Mountain Rest Camp at Baguio, P.I., where for a period of two weeks a complete rest cure was enjoyed by all, with the probable exception of our esteemed Squadron Commander, who were himself to a mere shadow climbing mountains, playing golf, and trying to be on time at the three meals of the Squadron and at three at the Officers' dormitory where he did ample justice to anything which might have been set before him. Then our Squadron Adjutant and Supply Officer, Lieut. Steel, who by the way is one of the main factors largely responsible for the success of the trip, distinguished

himself by his activities as an arbitrator when he emerged victorious from the fray despite the fact that he sustained a sprained ankle.

Credit is due our Mess Sergeant and Cooks for the excellent table which we have been enjoying throughout the trip, this being possible through the untiring efforts in our behalf of the kitchen force, although we do say that Cook Fitts is a rather poor train butcher, he having lost a tussle with our old friend San Miguel. We firmly believe, however, that it was San Miguel and not Fitts who insisted upon knowing at what time a certain officer desired his tiffin.

Our three mountain goats, Pvts. Brown, Carpenter and Dalseg, conducted an expedition up to Sta. Tomas Mountain, which is the highest in the Islands. They left at midnight to view the gorgeous sunrise the following morning, but alas, alack and woe is me! It is ever thus! Halfway up the mountain they were rudely attacked by wild leeches and, after beating a successful retreat, they resumed their seventeen-kilometer hike. The sun may have risen that morning but they knew it not, this being due to a low ceiling.

As we reflect upon the many incidents that have occurred during our sojourn here, ye writer believes our two outstanding sheiks have turned the tables on us by first being on the scene at the Bishop Brent School for girls. It is not believed that they should have been so ambitious. However, it is quite a thrill for any feminine heart to see the pride of the Air Corps strutting their stuff. There is much speculation as to what the matron of the school had to say to the Post Adjutant.

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POSTHUMOUS PROMOTION FOR LIEUT. MOTLEY

The death of Lieutenant Langhorne W. Motley on December 30th at the Fitzsimons General Hospital, Denver, Colo., removed from the ranks of the Air Corps a brilliant officer whose loyalty and devotion to duty brought frequent commendations from his superior officers. Lieut. Motley's physical condition was such that at various times it was necessary to relieve him from flying duty and it is unfortunate that he was unable to survive his last illness.

Since Lieut. Motley was due for promotion to the rank of Captain on September 29, 1929, the question of the posthumous rank of the deceased officer was taken up with the War Department. A communication from The Adjutant General, dated January 8, 1930, addressed to the Chief of the Air Corps, invited attention to the following provision of a Joint Resolution of Congress, approved March 3, 1925:

> "Sec. 3. That the President be, and he is hereby, authorized to issue or cause to be issued, an appropriate commission in the name of any officer of the Army of the United States who, after having been examined and found duly qualified for promotion, died or shall die, in line of duty after the occurrence of the vacancy entitling him, by virtue of seniority, to such promotion and before the issue or acceptance of a commission therefor; and any such commission shall issue with rank as of the date of said vacancy, and any such officer's name shall be carried upon the records of the War Department as of the grade and branch of the service shown in such commission, from the date of such vacancy to the date of his death.
>
> Sec. 4. That no person shall be entitled to receive any bonus, gratuity, pay, or allowances by virtue of any provision of this resolution."

In conclusion, the letter from The Adjutant General states:

"The records show that this deceased officer was due for promotion on September 29, 1929, and his nomination for such promotion was before the Senate on the date his death occurred. In the circumstances, a commission is being issued conferring posthumously upon him the rank of Captain in the Air Corps, as of September 29, 1929. By virtue of such commission the proper rank to be inscribed on his tombstone is that of Captain."

Captain Motley was born at West Rupert, Vt., on November 9, 1892. He attended the University of Virginia in 1911-1912 and Indiana University, 1912-13.

He served as a 1st Lieutenant of Infantry, Indiana National Guard, in Federal service on Mexican border patrol in 1916 and 1917. Resigning his commission, he entered the second officers' training camp at Fort Benjamin Harrison, Indiana, and was commissioned a 1st Lieutenant in the Aviation Section, Signal Corps Reserve, November 8, 1917, after a special examination at the close of the training camp.

After three months' service at Selfridge Field, Mich., where he commanded a detachment of aviation mechanics and instructors and served as Chief Instructor of the Non-commissioned Officers' School, he was assigned to duty in the Enlisted Mechanics Section, Air Division, Signal Corps, Washington, D.C.

The inauguration of the policy to relieve officers of draft age from administrative duties in Washington during the war necessitated the transfer of Capt. Motley to field duty, and he served for brief periods at the Aviation Camp at Waco, Texas; and at the Concentration Camps at Charlotte, N.C., and Garden City, Long Island, N.Y.

In September, 1918, he was transferred to Kelly Field, San Antonio, Texas, for flying training, which he completed in March, 1919, whereupon he was rated as a Reserve Military Aviator. At Kelly Field he served successively as Adjutant and later as Commanding Officer of the Flying School Detachment; also as Flying Instructor; Engineering Officer; Officer in Charge of Flying; Assistant Operations Officer, First Wing; and Adjutant of the Air Service Mechanics School.

Transferred in January, 1921, to Chanute Field, Rantoul, Ill., he served as Commanding Officer of that field for three months, and the remaining nine months of his year's service there as Assistant Commandant and Executive Officer of the Air Service Mechanics School.

In March, 1922, Captain Motley was assigned to duty with the Organized Reserves of the State of Ohio, and he remained on this detail until the summer of 1925, when he was transferred to Langley Field, Va., for duty as student at the Air Corps Tactical School. Upon his graduation the following year, and being due for foreign service, he was ordered to duty in the Hawaiian Department. His three-year tour having expired, he was ordered to duty at Langley Field as instructor at the Air Corps Tactical School. His illness, however, prevented him from entering on this detail.

Captain Motley was buried with appropriate honors at the National Cemetery at Arlington, Va.

The News Letter sends its sympathy to his bereaved family.

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RANDOLPH FIELD

By Lieut. Harold L. Clark, Air Corps

Lieutenant Harold L. Clark, the author of this article, was recently on duty in the Buildings and Grounds Division of the Office of the Chief of the Air Corps. He is thus qualified, as are few others, to write in this authoratative vein.

The word, "Field", when applied to this hugh project might be a misnomer. Were it not that this is a proper Army word for an Air Corps station it might well be called "Randolph City". For a city it is, or will be, a city especially designed, whose every building and every inhabitant is concerned with the art of flying and the necessary activities connected therewith. It is located on a site of approximately 2300 acres, donated by the citizens of San Antonio, and lies on the main transcontinental line of the Southern Pacific Railroad and the Old Spanish Trail, 16 miles northeast from the heart of the Alamo City.

At the present time, the flying training of the Army Air Corps is divided amongst three fields - March Field, near Riverside, Calif.; Brooks Field and Kelly Field (both of the latter near San Antonio, Texas). The basic idea underlying the establishment of Randolph Field was to concentrate all of the flying training at one point. However, the handling of upward of 300 student-manned airplanes from one field and at the same time is a problem in air traffic that can hardly be solved on paper. For that reason, only two units of Randolph Field are being constructed at the present time. These two units will comprise all of the primary flying training now conducted at March Field and Brooks Field. After this much is in full operation, it can be determined whether or not there is "air room" for the additional unit - the advanced training being carried on at Kelly Field. It can be seen that this consideration presented a special problem in design. It required one which would provide for two units complete in themselves, which would not appear unfinished in case the third unit was never built, and at the same time, the third unit, if built, must not look like an afterthought, tacked on to an already completed post.

Randolph Field was designed by officers of the Army Air Corps, and revised by George B. Ford, of New York, the War Department's Consulting Architect on city planning. It is unique in plan, especially designed to care for the many considerations making up the purpose for which it will be used; namely, flying training, and it is believed to be the first development ever planned, having as a primary consideration, its appearance from the air.

The building area is almost a square, comprising about 450 acres, and is located approximately in the center of the 2300 acre tract, with one entrance road and railroad track entering from the highway on the northwest boundary. The building area is thus surrounded by four separate airdromes, each approximately 3000 feet wide by 2 miles long, since it is contemplated using only two of them at a time. The entrance road and railroad are laid flush with the ground, so that an airplane can roll over them without damage in case of a forced landing in that area.

The operating hangars line two sides of the building area, the northeast and southwest. It might be well to add here that the main axis of the field lies southeast - northwest. Thus the hangar lines parallel the prevailing wind, which is southeast eight months of the year and north the other four months. By using only two of the four fields simultaneously, and shifting to the other two when cross-winds prevail, it is considered possible to prevent all flying over the building area and alleviate the dust situation as well, with the help of a paved warming up apron 150 feet wide and a good crop of Bermuda grass.

The main traffic boulevard enters the building area at the center of its northwest boundary and divides to form a large circle of 2500 foot diameter around the center of the post. Within this circle are the married officers' quarters, with the officers' mess in the exact center. There is a small circle at the entrance, around which are grouped various buildings forming a community center - the administration building, or headquarters, the post exchange, theatre and chapel. In the northwest corner of the building area, lies the industrial area - the garage, warehouses, engineering shops, bakery, laundry, etc. In the northeast corner, opposing this, is the bachelor officers' area, consisting of four dormitory buildings grouped about a central mess. The southwest corner is devoted to the hospital, flight surgeon's school, nurses' quarters, and non-commissioned officers' quarters; while in the southeast corner, are the public schools for children, with a large playground, and more non-commissioned officers' quarters. There is a barracks area located just back of the operations office in the center of each hangar line. At the center of the southeast boundary, are located the academic building, or ground school, and the cadet barracks.

The entire post is designed in the Spanish Mission style of architecture, so prevalent in the southwest, and with its stuccoed walls and red tile roofs, combined with palm trees, Spanish dagger plants and what not, should present an imposing sight, when completed.

The personnel to be stationed there will consist of, eventually, 350 officers, 500 flying cadets, and 2000 enlisted men, who with their families will swell the total population to between 4000 and 5000 people, which is a small city in itself. There will be a total of 512 buildings erected, the total cost amounting to over $11,000,000. The construction of the first two units calls for more than $8,000,000, which has already been appropriated and is available for the job. Construction is progressing under the direction of Captain A.W. Parker, Q.M.C., Constructing Quartermaster. The roads are all laid out and gravel based, the railroad spurs are laid, water and sewer systems are being installed, and on August 15th bids were opened for the construction of the first 123 buildings.

This, then is the story of Randolph Field, the Flying City, to date, and it is confidently hoped and expected that when completed, the Army's "Air Academy" will be the world's greatest flying school and a spot of beauty from the air as well as from the ground.

ADDENDA.

To date - November, 1929 - $8,000,000.00 have been appropriated for this field.

Further reference to this field may be found in:

San Antonio (Texas)Express - August 11, 1929.
Aero Digest - November, 1929.
The Aviator - April, 1929.
Air Corps News Letter - April 21, 1928.

ARMY AIRMAN WINS PHILIPPINE GOLF CHAMPIONSHIP

For the second consecutive year, 1st Lieut. A.F. Shea, Air Corps, stationed at Nichols Field, Rizal, P.I., won the Army Golf Championship of the Philippine Islands by defeating Colonel R.B. Parrott, Adjutant General's Department, 7 up and 6 to go. Lieut. Shea won the match in the last 18 of the 36-hole finals, as he was 1 down at the end of the morning's play.

The News Letter Correspondent says that after partaking of soup only for luncheon at the Calcocan Golf Club, "Gus" came back to show his real class as a competion golf player. This was also his 31st birthday. With long drives straight down the fairway, with brassie and approach shots of remarkable accuracy and deadly puts, he won or tied all holes. The real thrill came on the 12th hole. With the score 6 up and 7, the champion cliced his drive and the ball landed behind a large mango tree. Choosing a Number 3 iron, he hooked the ball around the tree to the green. After two puts for a par, the match was won.

It is generally conceded that Lieut. Shea is the best tournament golfer in the Philippines. Last year he was winner of the Army Open and runner-up in the Philippine Open. "It is a good bet", says the News Letter Correspondent, "that he will win this year's Philippine Open".

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TEN YEARS AGO IN THE NEWS LETTER

Among the various items which appeared in an issue of the News Letter published in January, 1920, were the following:

Announcement was made that the Training and Operations Group of the Office of the Chief of Air Service had plotted a proposed course overland to Alaska over Canada, which was being considered with a view, if possible, to flying over this course at some time in the future.

The Engineering Division of the Air Corps at McCook Field, Dayton, Ohio, conducted two successful parachute jumps, using a new pack type parachute. Sergeant Ralph Bottriel and Mr. James Russell ascended in a Martin Bomber to an altitude of 2,000 feet. The latter jumped from the wing tip of the Bomber and landed on the ground in one minute, 23-3/5 seconds, while Sergeant Bottriel followed by jumping from the rear gunner's cockpit and landing in one minute and 24 seconds.

A varied collection of German war planes were received at the Depot at Wilbur Wright Field, Fairfield, Ohio.

Test was made of the Sperry Gyroscopic Turn Indicator for cloud flying, which was installed in a DH-4 airplane. Among the recommendations of the pilot who flew this airplane was that an instrument should be developed which will perform the functions of a compass and turn indicator in one.

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ROCKWELL AIRMAN LANDS IN SORRENTO CANYON

Lieut. Kirtley J. Gregg, Air Corps, of the 95th Pursuit Squadron, Rockwell Field, Coronado, Calif., "sat down" in a dry creek bed in Sorrento Canyon, San Diego County, without injury to himself or the plane. He was returning from Los Angeles late in the afternoon when fog closed in around him. Knowing that the chances were good for his encountering the same fog over Rockwell Field, he cast around for an emergency landing field. He found it in Sorrento Canyon, near the railroad tracks. It was not the average landing field one would pick under ordinary circumstances, being covered with stones and brush. Nevertheless, Lieut. Gregg put his machine down on it. On the following day Lieut. Gregg went out and flew the plane back to Rockwell Field.

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NEW ALTITUDE RECORD FOR PURSUIT PLANE.

According to latest advices received from Rockwell Field, Coronado, Calif., the unofficial altitude record of 30,000 feet made December 13, 1929, by Lieut. Norman H. Ives, attached to the 95th Pursuit Squadron at that field, in a Boeing P-12 plane, did not endure very long, for it was eclipsed just recently by Lieut. George E. Price, also attached to the 95th, who attained an altitude of

31,200 feet.

The P-12 plane which Lieut. Pride piloted was equipped with full military load. The temperature encountered at the ceiling was 10 degrees below zero Centigrade.

Intensive training at service and absolute ceiling is being carried on by the 95th Pursuit Squadron at Rockwell Field.

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AIR CORPS RESERVE OFFICER SHOWS SKILL AS ARCHITECT

Lieut. Virgil D. Westbrook, Air Corps Reserve, attached to the 95th Pursuit Squadron, Rockwell Field, Calif., whose home is at San Clemente, Calif., won honors in the Lehigh Airports Competition, the first American contest for designs of modern airports.

Of the 257 architects from all parts of the nation who entered the contest, 14 were declared winners. Lieut. Westbrook was among twelve who received honorable mention and received $100. for his design.

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ADVANCED AGENT FOR PURSUIT GROUP FLIGHT COMPLETES MISSION

Forced to abandon his ship at Kalispell, Montana, because of the fact that, being equipped with wheels instead of skiis, the P-1-C he was piloting flipped over on its back when he failed to keep it in a plowed runway, Lieut. Walter E. Richards, Advance Agent of the round-trip flight of the 1st Pursuit Group between Selfridge Field, Michigan and Spokane, Washington, returned to Selfridge Field by rail.

During his tour Lieut. Richards experienced considerable difficulty and delay due to heavy snow, and his ship being damaged beyond local repair, authority was received to ship it to the Fairfield, Ohio, Air Depot for general overhaul. Authority was also received for Lieut. Richards to complete the remainder of his trip by rail.

Throughout the entire trip, Lieut. Richards caused to be forwarded to Selfridge Field complete information covering all facilities at each contemplated stop. The News Letter Correspondent states that, due to the necessity of completing the trip as scheduled, a great many cities which have furnished this information are going to be disappointed, since it will be impossible for the Group to maintain its schedule and visit all of the interested cities along the route.

The contemplated schedule is as follows:

1st Day - Selfridge to St. Ignace, 250 miles - noon stop.
St. Ignace to Duluth via Hancock 400 miles - overnight stop.
2nd Day - Duluth to Grand Forks, 250 miles - noon stop.
Grand Forks to Minot, 200 miles - overnight stop.

3rd Day - Minot to Glasgow, 250 miles - noon stop.
Glasgow to Great Falls, via Havre, 250 miles - overnight stop.
4th Day - Great Falls to Kalispell, 200 miles - noon stop.
Kalispell to Spokane, 200 miles - overnight stop.
5th Day - Stop over at Spokane.
6th Day - Spokane to Helena, via Missoula, 275 miles - noon stop.
Helena to Miles City, 200 miles - overnight stop.
7th Day - Miles City to Bismarck, 230 miles - noon stop.
Bismarck to Fargo, 200 miles - overnight
8th Day - Fargo to Minneapolis, 230 miles - noon stop.
Minneapolis to Wausau, 175 miles - overnight stop.
9th Day - Wausau to Escanaba, 150 miles - noon stop.
Escanaba to Selfridge, 350 miles.

Mr. H.J. Adamson, Assistant to the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, arrived at Selfridge Field, January 6th for the purpose of accompanying the flight. Tech. Sergeant George H. Fisher, motion picture photographer from the 4th Photo Section, Maxwell Field, Montgomery, Ala., reported to Selfridge Field for duty as official photographer in connection with the flight. Staff Sergeant Kennard E. Wilson, radio operator, was also assigned to Selfridge Field for duty in connection with the operation of the low wave broadcasting set to be used throughout the flight of the 1st Pursuit Group in conjunction with local stations and the American Radio Relay League.

PURSUITERS PATROL OVER DETROIT DURING FUNERAL OF SOLDIERS

The flight of six planes of the 27th Pursuit Squadron patrolled the sky over Detroit, Mich., during the funeral of the soldiers whose bodies were recently returned from Russia. A heavy snowstorm at the completion of the mission made the trip back to Selfridge Field and the landing, one of those not soon forgotten affairs. Tight formation practice proved very valuable.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Transfers: 2nd Lieut. Robert J. Dwyer, Field Artillery, to the Air Corps, November 21, 1929, with rank June 9, 1928.

2nd Lieut. Roger M. Ramey, Infantry, to Air Corps, November 21, 1929, with rank June 9, 1928.

Resignations: 2nd Lieut. Joel G. Pitts, February 1, 1930.

2nd Lieut. Harvey R. Ogden.

Relieved from Detail to Air Corps: 2nd Lieut. Harold G. Hayes to Signal Corps, 2nd Division, Ft. Sam Houston, Texas.

2nd Lieut. Norris S. Longaker, Jr., to Infantry, 2nd Division, Ft. Sam Houston, Texas.

2nd Lieut. Charles B. McClelland, Jr., to 1st Cavalry Division, Ft. Clark, Texas.

2nd Lieut. William L. Nave to Infantry, 2nd Division, Ft. Sam Houston, Texas.

2nd Lieut. Dexter M. Lowry, Jr., to 29th Infantry, Fort Benning, Ga.

2nd Lieut. Cornelius Z. Byrd, to the 25th Infantry, Fort Huachuca, Arizona.

Reserve Officers Detailed to Extended Active Duty: 2nd Lieut. Francis J. Bassing, St. Joseph, Mo., to Marshall Field, Fort Riley, Kansas, to January 17, 1931.

2nd Lieut. Robert Lyle Brookings to Mitchel Field, N.Y. to January 19, 1931.

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BLANKET LOST IN BATTLE OF SOISSONS JUST RETURNED TO OWNER

The movie fans here have witnessed the flight of the magic carpet in the Thief of Bagdad. The flights of that mystic fabric have nothing on the travels of Mike's blanket.

In 1916 a young sergeant came home from Santo Domingo and was paid off "Expiration of enlistment-Character Excellent". As was the custom in those days, he reenlisted the following day. He promptly requisitioned and was issued one of the new handsome blankets which had just been adopted. He painted his name, "M WODARCZYK", on the dark brown stripe with white paint. The blanket became Mike's mascot.

The war broke out and he carried it to France with the first contingent of the famous "Fifth Marines". Together Mike and the Blanket went through training trenches and over the top. On July 18, 1918, the Fifth was summoned from Corps reserve and thrown into the historic action at Soissons. Packs were thrown off and the Fifth plunged into melee. Captain Wass, the Company Commander, went down mortally wounded. Mike was leading the remnant of his platoon when he got his'. All night he laid wounded on the field wondering if he would ever see his pet blanket again. At dawn the stretcher bearers carried him to the rear. Eventually he was patched up and rejoined the regiment in time for the Argonne struggle.

After the war he came home and was made a Warrant Officer. Since then he has served again in Santo Domingo and in the Nicaraguan campaign, where he acquired more ribbons for his blouse, another promotion and a set of gold aviators' wings. He is now back with the Marine Squadrons at San Diego. A few days ago a Marine returned there to duty, after completing a course at the Army Air Corps School, Chanute Field, Rantoul, Ill. He reported to Chief Gunner Michael Wodarczyk, his section Chief, that a private at Chanute Field was using a Marine blanket marked "M. WODARCZYK".

A letter from the Army Commanding Officer at Chanute Field secured the return of the identical blanket left on the field at Soissons many years ago. Mike's joy at recovering his long lost mascot was scarcely exceeded by the pleasure of receiving his recent award of the Distinguished Flying Cross. - News Letter, Bureau of Aeronautics, U.S.Navy.

NOTES FROM AIR CORPS FIELDS

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Nichols Field, Rizal, P.I., December 4, 1929.

On November 16th, the Philippine Bowling Association's series of matches ended with Nichols Field enlisted men's team in fifth place; officers in eighth place. However, the enlisted men's team ended in first place in the Inter-regimental Bowling League, for the second consecutive year.

Kid Hewitt won the featherweight championship, Manila District, on November 29th.

2nd Observation Squadron, A.C.: There was an increase in flying activities in the 2nd Observation Squadron during the eleventh month.

Tow target missions were carried out in connection with the 60th Coast Artillery at Corregidor. Both morning and night missions were made, but so far most of the targets seem to be intact and there were no casualties, from which we deduce that airplanes can, as during the war, still laugh at the "Archies"!

Numerous attack and liaison problems were accomplished with the 26th Cavalry and the 24th Field Artillery at Fort Stotsenburg. The regular cross-country, photo and radio missions were also made.

On the 20th of November a large number turned out to view the Field Meet participated in by the different organizations of the Post and by the 3rd Pursuit Squadron from Clark Field. The 2nd "ran" away with a big majority of the honors. Pvt. Anthony of the 2nd was high point man.

On November 29th, the 2nd Observation Squadron spent the day at Corregidor, the original home of the outfit in the Philippine Department, in observance of Organization Day. The day was utilized in swimming, sightseeing and eating. The program for the day consisted of a pleasant ride over on the mine-planter "HARRISON", lunch and "Spiff" at Kindley Field, baseball game (we lost) at top side, and then the same ride back. Every one had a good time but were tired when they arrived at Nichols Field, although happy and contented.

Headquarters, 4th Composite Group: The members of this Detachment are congratulating Technical Sgt. Monroe Reynolds, who just climbed another rung in the ladder of fame. There being no vacancies in the grade of Mr.Sergeant in this organization, he was transferred to the 2nd Observation Squadron, but the well wishes of this organization go with him.

Three members of the Detachment are enjoying Detached Service at Baguio for a few days and many others hope to pay their pilgrimage to this Mecca of the Orient before their tour of duty draws to a close.

The sailing of the January Transport will tear from this Organization some men who have spent more than their allotted number of years in the Orient, and it is hoped that they will enjoy their return to their native land.

6th Photo Section: During November a two hundred-mile reconnaissance road strip was made for the 14th Engineers, Fort Wm.McKinley, from Manila to Batangas and vicinity. A mosaic was also taken of the Navy Base at Mariveles for the Navy Department.

Four men from the Naval Photographic Department under the supervision of Lieut. Moss have been working in the Photo Laboratory for the past month laying mosaics that were taken of Nanking, China.

The Section is now developing motion picture film for the Signal Corps which was brought to Manila recently by Mr. Barrett on a cable-layer boat.

On November 20th, during the track and field meet, some members of the Section participated while others of the Section were busy with cameras shooting some of the most exciting events.

28th Bombardment Squadron: November was a quiet month as far as flying is concerned, as we are still waiting for replacements for our L.B.-5's or for authority to make necessary changes. During the month we had a total of three ships in commission, and almost wore the surfaces off all three trying to get in our flying time.

Our worthy 1st Sgt. M. Hamer, who departs from the land of sunshine and cabarets, is at present on a thirty-day vacation prior to leaving on the January transport for March Field.

During the absence of Capt. Brock, Lieut. James L. Grisham assumed command, and Staff Sgt. W.J. Duffy was appointed acting 1st Sgt. until arrival of Sgt. Hamer's replacement. Sgt. Maurice P. Riherd was discharged by pur-

chase to accept a position (if you please) with the International Harvester Co.

We will be sorry to lose Lieut. Grisham, who becomes Post Adjutant, effective December 1st. However, we have the satisfaction of knowing that he is a worthy replacement for the present Adjutant, Capt. C.M.Savage. We expect to have our tennis court completed by next month and are sure that with the talent we have in this squadron we will have several Bill Tilden's developed shortly.

66th Service Squadron: A great deal of interest was shown in the Nichols Field Field Day, November 20th. The following men of this organization entered: Staff Sgt. Clement H. Kelly, Sgt. James A. Sommer, Pvts. Welton E. Avery, Barney A. Haugen, Francis F. Miller and Stephen E. Vetrecin. Pvt. Miller won the 440-yard run and the 220 low hurdles, thereby winning a place on the Post Team at the Department Field Meet, scheduled for December 15th at Fort Wm.McKinley, P.I., and the prize offered by the Squadron to any man taking first place.

Pvt. 1 Cl. Ray C. McMullen, the inter-service light weight boxing champion for the Philippine Department, met his Waterloo in a battle with Sailor Rohan of the Navy. McMullen put up a great fight, and despite a broken nose and a badly cut ear, continued on to the end. This was not a fight for the championship, therefore McMullen still wears the belt.

The Squadron had a great dinner Thanksgiving Day. The menu card, designed by Pvt. 1st Cl. Arthur P. Ryan, was a knockout, and each man received a hand painted copy as a souvenir. EATS! Man, when you look the menu over you think its from the Ritz or what have you. Roast Turkey with all the trimmings, winding up with cigars, cigarettes, candy, etc.

The Squadron received no news from Lieut. Earl S. Hoag, A.C., the Squadron Adjutant, since he left with Mrs. Hoag for an extended tour of China and Japan. He has been away over a month now and we are wondering if he has joined or been inducted into the service by one of the many rebellious armies of China.

The following promotion was made during the month: Pvt. Leroy A. Lasure, appointed Corporal on the 7th.

Rockwell Field, Coronado, Calif., December 16th.

One of the most elaborate military weddings held in Coronado for some time was that of Miss Ernestine Lenore Hunker, daughter of Capt. and Mrs. H.J. Hunker, QMC., to Lieut. Joseph G. Hopkins of the 95th Pursuit Squadron. The ceremony was solemnized on the evening of December 2nd at Christ Episcopal Church, Coronado, in the presence of about 150 relatives and friends, and was marked with all the brilliance and splendor of military pomp and dignity. As the wedding party left the altar they walked beneath 26 crossed sabers of officers stationed at Rockwell Field. Following the ceremony a reception for the bridal party and wedding guests was held at the Coronado Country Club, the bride cutting the wedding cake with her husband's sword.

Major Carl Spatz and Capt. H.M. Elmendorf returned to the Field December 11th from Langley Field, Va., where they attended a conference on Pursuit tactics.

Parachute training for officers is in progress at the Field, and several live jumps were made during the past week.

Mr. William L. Wimner, Asst. Radio Engineer, Signal Service at large, Headquarters, 9th Corps Area, arrived at Rockwell Field December 16th for temporary duty in connection with the installation of remote control equipment at the Rockwell Field Radio Station.

The Officers' Club, Rockwell Field, made elaborate plans for a large Christmas party for the children of the officers and non-commissioned officers of the Post. A large Christmas tree was erected in one corner of the Club and gaily decorated with Yuletide trimmings and gifts for the youngsters. Lieut. Robert E. Selff, Post Adjutant, was designated to act as Master of Ceremonies on this occasion, in other words, to don the garb of Santa Claus.

Col. H.J. Brees, I.G.D., Inspector of the 9th Corps Area, is scheduled to make the annual inspection and survey of Rockwell Field about the middle of January.

113th Observation Squadron, 38th Division Aviation.

Lieut. D.D.Watson, Senior Instructor, accompanied by Sgt. L.M. Johnson, Sgt.-Instructor of this Organization, completed a tour of the Southwest in an

02-H for the purpose of obtaining some new ideas and to form a basis of comparison of various National Guard units. In spite of foggy weather all the way to Houston, Texas, and freezing weather all the way back, with considerable motor trouble thrown in, the itinerary was followed to the letter, with one exception - Birmingham, Alabama. From all accounts the outfit there is a pretty hot organization, but it had to be passed up, due to exceptionally bad weather in that locality.

Four days were spent at Houston, Texas, due to having the motor worked over and waiting for the necessary nine feet of visibility.

Sgt. Johnson learned considerably about the duties of an Air Service mechanic on this trip; at least his fingers were all blistered and skinned up when he came back.

Lieut. Watson, also studied methods of training and operations of National Guard units in various states and came back full of good ideas that can't help but improve our outfit, good as it is.

The weather in Indianapolis for the past month was such that operations were practically at a standstill, rain and fog every day. But it's an ill wind that blows no good. While the ships are on the ground they aren't burning any gas. The gas allowance for this organization is inadequate for the type of ships and the number of pilots we carry. Under the conditions that exist at present our gas allowance permits of a little less than two hours per month per pilot, which makes it extremely difficult to maintain proficiency as a service pilot. So if the bad weather continues for three more days, we will have saved enough gas to take off a three-ship formation, fly one hour and forty-five minutes and land, dead stick.

Right now I wish to state, loud and strong, a fact. If there is any National Guard outfit in the United States that can beat this record, let's hear from them. In the three years the 113th operated from Stout Field, under the command of Major R.F. Taylor, we have flown considerably over 10,000 hours. This includes all sorts of flying (except the hangar variety), night and day formation, cross-country, etc., without a forced landing through motor or mechanical trouble or a serious accident. We would like to hear from any outfit that can beat that.

Luke Field, T.H., December 7th, 1929.

Following out our recently adopted policy of broadening our activities through many inter-island training flights, Luke Field sent a flight of seven planes to Hilo on November 29th, returning to Luke Field the following day. Capt. Frank H. Pritchard, Lieuts. L.P. Holcomb, John H. Dulligan, Ulysses G. Jones, Eyrle G. Johnson and Thomas L. Gilbert formed the personnel of this flight, using three Amphibian planes, three Martin Bombers and one Keystone LB-5 Bomber.

Aloha flights were performed by this station for the U.S.A.T. GRANT, and the CHATEAU THIERRY as they entered Honolulu harbor and again when they left for other ports.

Night flying has started as part of our regular training program, and missions from all the squadrons are performed on Tuesday and Wednesday evenings.

On November 2nd a Chandelle was held at the Palm Lodge on the Peninsula, and every officer from Luke Field was present and enjoyed the program arranged by Major Maxwell Kirby, who presided in the capacity of Master of Ceremonies and Toastmaster. Several after dinner speeches were enjoyed, and a quartet offered some real harmony. Luke Field's popular orchestra provided good music before the dinner was served. A Chandelle will be held on the first Saturday of each month, and the officer who is returning to the States in that month will be Master of Ceremonies and accept the gifted duties of Toastmaster.

The following officers of the Air Corps, and their families arrived at this station on November 12th aboard the U.S.A.T. "CHATEAU THIERRY": Major Rae Houke, M.C.; Capt. Horace N. Heisen; 1st Lieut. Joseph W. Benson; 2nd Lieuts. Edgar T. Noyes, John H. Dulligan and Mark D.S. Steensen.

This is Lieut. Benson's second trip to the Hawaiian Department for duty, having served here in 1923, 1924 and 1925.

Capt. Frank H. Pritchard, who has been stationed at Wheeler Field in this Department, was transferred to Luke Field for further duty.

1st Lieuts. James F.J. Early and Joseph W. Benson are attending the School for Cooks and Bakers at Schofield Barracks, T.H.

1st Lieut. R.R.Brown, Post Exchange Officer, is busy packing and preparing to leave for the mainland on the January transport. Lieut. Brown will be stationed at Fort McPherson, Ga., upon his arrival in the States. 1st Lieut. Harold F. Rouse will replace Lieut. Brown in his duties as Post Exchange Officer.

Luke Field is in the midst of its athletic sports and there reigns a high spirit among the squadrons who are competing for the Huntz-Moses Trophy. The Fourth Observation Squadron had very little opposition in winning the Basketball Championship, taking eight straight victories. The 23d Bombardment Squadron finished in second place, the Staff in third place, the 72d Bombardment Squadron in fourth and the 65th Service Squadron bringing up the rear.

From the outstanding stars of each Squadron Luke Field team was picked to represent this station in the Sector tournament.

On November 21st, an inter-squadron smoker was held and the eight bouts scheduled started the annual boxing season. Every bout on this card was filled with plenty of action, and the contestants displayed real art in the puglistic game. The 72d Bombardment Squadron carried away 100 points; the 4th Squadron's boxing team came in a close second with 90 points to their credit; the 23d Bombardment Squadron won 50 points, and the 65th and Staff teams took zero as their points. The large crowd attending the smoker was well satisfied with the results and the spirit displayed by the fighters.

The following personnel officiated at the smoker: Lieut. Dulligan, referee, Capt. Temple, Lieuts. Foster, Holcomb and Gillespie, judges. Lieut. Lowe, in charge of the boxing teams, arranged the bouts so that every contest was arranged on an equal basis of weight, ability and experience among the contestants.

The basketball court is being roofed and upon its completion will provide an all weather arena in which to hold Luke Field athletic activities, and enlisted men's dances.

Over one ton of Turkey was roasted to a King's taste for the enlisted men of this station on Thursday, November 28th. The Mess Sergeants were busy all week preparing the doomed fowls and baking cakes, puddings and pies. When the Mess Call was sounded, 800 soldiers of the Air Corps, stationed at Luke Field, sat down to a Thanksgiving Dinner that was arranged for them and which contained style, quality and quantity par excellence.

San Antonio Air Depot, Duncan Field, Texas, Dec. 31st, 1929

Lieut. Charles E. Branshaw, Chief Engineer Officer of the Depot, returned to duty on December 22d from a spell of sickness at the Station Hospital, Ft. Sam Houston, Texas, beginning November 9th, and sick leave since December 6th.

A pleasant holiday occasion at the Post was the Christmas party held on Saturday, December 21st, for the personnel of the Depot and their families. Through the courtesy of Kelly Field, a band from that station rendered delightful music; and a surprising amount of local talent was manifested in the presentation of various items of entertainment. Light refreshments were served, and the general feeling of fellowship and Christmas spirit tended to make the affair a most successful one.

Capt. Walter H. Reid, Air Corps Instructor with the Texas National Guard at Houston, Texas, was among the visitors at this Depot during the month, coming in on the 13th and again on the 30th, for National Guard planes turned out by the Depot.

Selfridge Field, Mt. Clemens, Mich., January 8th.

During the month of December, due to exceptionally bad weather which resulted from continuous rain, snow and high winds, it was possible to perform but very little flying. There were, in fact, 22 days during this period without sunshine. Of these 22 days, the meteorologist marked 10 of them dangerous for flying. After the heavy snows during the first part of the month, all Pursuit ships were equipped with skiis, and some intermittent flying performed. After a few days, however, the weather warmed up and skiis had to be taken off and the old reliable wheels installed. Due to this bad weather, very few pilots visited this station during the month.

Lieut. Bruner, flying an O-2, arrived from Wright Field on December 2nd and returned the following day. Lieut. Quesada, with one passenger, in an O-2, arrived from Bolling Field on December 4th returning via Pittsburgh on

the 5th. 1st Lieut. Julian B. Haddon, now stationed at Wright Field and not so long ago Adjutant at this station, arrived here on the 8th and returned to Wright Field on the same day. 1st Lieut. Martinus Stenseth, formerly Commanding Officer of the 17th Pursuit Squadron, arrived from Bolling on the 26th. Lieut. Stranahan, also from Bolling, arrived the following day. Both officers were delayed by bad weather, but returned on the 30th.

17th Pursuit Squadron, Air Corps: The end of the Holiday Season found us with quite a bit of activity, namely, preparations for the trip to Spokane, Wash. Several ships were returned from the Fairfield Air Intermediate Depot after being groomed for this event, thus giving us almost our full quota again. There was considerable flying on skiis, including the P-T on which skiis are mounted on the axle with the wheel. It does nicely and takes off like a seaplane, a step at a time.

Cross-countries this month were rather limited, due to shortage of ships. However, Lieut. R.D. Moor, made hops to Toledo on the 1st and 14th; Lieut. A.L. Moore to Battle Creek and Lieut. Laurence W. Koons to Cleveland on the 14th; Major Ralph Royce and Lieut. Paul W. Wolf on the 27th, left on a trip with stops at Toledo and Columbus.

Leaves of absence were granted Lieuts. Coleman, Olds, Shanahan, Warburton, Estes, Giovannoli, Burns and Van Auken for the Christmas Holidays. Those who remained were guests of the Squadron for Christmas dinner, which was one of those kind more often thought of than eaten.

Basketball practice is now well under way, with much enthusiasm and a great deal of promise shown. Plenty of new equipment has been provided for the team and great things are hoped for this season.

The Squadron will be very sorry to lose Lieuts. Aubry Moore and Max Warren, transferred to the Training Center, San Antonio, Texas. We wish them "Happy Landings" and a pleasant time at their new station.

94th Pursuit Squadron, Air Corps: The 94th enjoyed a very excellent Christmas dinner this year, having all the officers and wives, non-commissioned officers and their wives and a large majority of the enlisted personnel present.

After spending over seven years with the 94th Sqdn., out 1st Sgt. Henry G. Wilkes, was promoted to the grade of Mr. Sergeant and transferred to the 15th Obs. Sqdn. Sgt. Nathan W. Beacher is now our 1st Sergeant and is making the boys step lively. Cpl. Charles Jauga was promoted to the grade of Sergeant. Pvts. 1st Class Charles Pung and Edwin Olson were promoted to the grade of Corporal.

Lieut. Durward O. Lowry was on leave for seven days, spending a very enjoyable time in the jack pines at Alpenam Michigan. Lieut. Theodore M. Bolen was on leave in Tennessee and reported upon returning that he slid most of the way after getting into the mountains.

27th Pursuit Squadron, Air Corps: Colonel and Mrs. Chas. H. Danforth, and Captain and Mrs. A.J. Etheridge honored the Squadron with their presence at the Thanksgiving dinner. Eight officers were recently assigned to the Squadron; viz:- Lieuts. Boatner; Ramey; Smith,F.G.; Yost; Brown; LeMay and Hegy.

Having won the Post Football Championship, attention is now being turned to developing an equally good basketball team. Lt. Roger M. Ramey is in charge, assisted by Lieut. W.R. Morgan.

Lieut. Hoyt L. Prindle departed for duty in the Hawaiian Islands. He decided to turn the trip into a honeymoon shortly before leaving. We wish him all the happiness in the world.

15th Observation Squadron, Air Corps: Due to heavy continued snow, the O-2's are being equipped with skiis instead of wheels.

Information was received that the shortage of ships will soon be relieved by the addition of eight O-11's as replacement for O-2's. In the meantime the ship shortage was somewhat relieved by the loan of 2 P-3's from the Pursuit Group, one of which is equipped with skiis.

Preceding the hop on December 20th, the officers of the Squadron had a "Dutch Dinner" at the quarters of Lieut. and Mrs. J.T. Morris.

Cpl. Langlands is in the Post Hospital recovering from a very serious siege of pneumonia.

Staff Sgt. Kretz left on the transport for Hawaii as replacement for Staff Sgt. Mayers, who has been assigned to this organization.

Rockwell Field, Coronado, Calif., January 6th.

All LB-7 Bombers, the Fokker Transport and one Boeing P-12 Pursuit plane are being equipped with complete radio sets. During a group flight to Crissy Field on December 27th, the Bombers, equipped with the first radio sets to arrive here, maintained constant communication with ground stations on the coast, receiving weather reports throughout the entire journey.

Major H.H. Arnold, Chief of the Field Service Section, Materiel Division, was a most welcome visitor at Rockwell Field, January 2nd to 4th. While here he made an inspection of the Rockwell Air Depot. Major Arnold was the Commanding Officer of Rockwell Field from March to May, 1919, and again from 1922 to 1924. He is also the author of the Rockwell Field History.

War Department orders were received transferring Lieuts. A.J. Mickle and K.A. Rogers, of the 95th Pursuit Squadron, to the Air Corps Training Center for a course of instruction. Upon the completion thereof, about March 1st, these officers will be assigned to March Field for duty.



AIR CORPS NEWS LETTER



—ISSUED BY—
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

F. C. Barray

VOL. XIV FEBRUARY 6, 1930 NO. 2

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Information Division, Air Corps — February 6, 1930 — Munitions Building, Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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STRANDED AVIATOR FREEZES ON DESERT

Freezing on a desert is a rather odd bit of news, since one is accustomed to associating a desert with climate where the thermometer hits the high places. Nevertheless, this was the unusual experience recently of Lieut. Robert E. Selff, Air Corps, stationed at Rockwell Field, Coronado, Calif.

Not long ago, when "Bob" was on duty in the Materiel Liaison Section, Office of the Chief of the Air Corps, he agreed, with mental reservations, that the climate of a Washington winter was not so bad. But this was some time before he embarked on his eventful flight from Rockwell Field to San Francisco, when he spent the coldest night of his life on barren Nevada desert land.

"Bob" was due for a cross-country flight, and decided on San Francisco as his destination. He had managed to get hold of tickets for the Army-Stanford football game, and decided to combine business with pleasure. Averse to doing things by halves, he took a tuxedo along so that he may not miss out on any social event taking place after the game.

On Friday, December 27th, "Bob" took off from Rockwell Field in his trusty PW-9D, with a feeling of confidence that he would make the aerial jaunt to "Frisco" in record time. But the fates were unkind to him. Everything seemed to be "hotsy totsy" when all of a sudden he became enveloped in a thick fog. He arose above the mist as best he could and tried to stay there. He saw what he thought was Mt. Diablo near San Francisco. The peak was sticking up through the fog, and he circled to the right of the mountain hoping to come down the bay to San Francisco. Instead, the mountain proved to be Mt. Whitney. No matter how high he flew, the mountain always remained several hundred feet higher.

The fog then cleared just enough for him to sight a railroad track. He swooped down along this as close as he dared, but the track ran into a hillside mine. Once more he tried to find some familiar landmark, but the gas tank recorded only a half hour of flight left. Near the end of that precious half hour he sighted what seemed to be a dry lake bed. But the bed had a shine to it, and he did not know whether or not water was there. "Bob" then tried a trick new to aviation. He swooped down over the bed, pulled his stick back, and let his tail skid just touch the surface. Dust flew up and he knew then that no water was there, so he returned and landed.

As is customary with forced landings, Lieut. Selff expected to see autos and children run out to meet him. They still do this sort of thing in the back country. Instead, however, he was greeted with a silence eternal and everlasting, and his altimeter recorded, on the ground, 6,000 feet.

Not having the least idea where he was, "Bob" gathered wood and built a fire to attract attention. He filled his cigarette lighter with the remnant of the gasoline left in the tank and used this for starting the blaze. He sprinkled the wood with gasoline he carried over in a soap container from his handbag. By this time his fingers were numb from cold. He pointed his ship to the setting sun to check his compass. Using the bonfire as a spot, he walked through the night to a hill six miles away. From its summit he looked around. What he thought might be the lights of houses turned out to be stars. The altitude fooled him.

Returning to his fire, "Bob" put on all the clothes he had brought along, three pairs of socks, an extra pair of trousers, flying suit, topcoat and blouse. But even with all this clothing on his person he could not keep warm. He dared not fall asleep for fear he would freeze to death. Beyond the fire and in back of him he suddenly saw objects moving around in the darkness. A pack of coyotes had come to the fire. They were so close that through the reflection of the flames he could see their teeth when they wrinkled their lips. He got hold of the crank from his plane and yelled at them, but they would retreat only a few yards, then return. To keep warm and to keep the

coyotes at a distance, he executed a war dance around the fire, shouting to keep warm, sometimes singing, probably such themes as the "Desert Song," "Button Up Your Overcoat, Turn on the Heat," etc. But he couldn't whistle, he was shivering too much. What effect his vocal efforts produced on his coyote audience is not recorded.

Rebuilding the fire, he wrapped his feet in the parachute bag and maintained a tedious vigil until the stars faded with the coming of dawn and the baffled coyotes slunk away to their respective lairs. Sunrise found him with frost on his chest where his breath had frozen.

Leaving a note on his plane, advising nobody to stay there overnight because of the cold, he started walking. After covering ten miles he sighted a dim cow trail with a weatherbeaten sign "Gilbert - 16 miles." The sign, however, failed to disclose the direction. By this time he was so thirsty that he could hardly see. He did manage to discern a broken beer bottle near the edge of the trail and carried it along with him to serve as a cup in the hope that he might find water. Then he saw another sign, reading "Tonopah - 35 miles." But again the direction was not mentioned. Still walking he came to a clump of green sagebrush. The ground was moist there, and he sank his beer bottle into it to catch drops and then wait for the dirt to settle.

While thus waiting recollections came to him of a movie he had seen which depicted a thirsty prospector slowly crawling along scorched desert sand and reaching a water hole only to find a sign there reading: "Poison - Do not drink." "Wait a moment," he said to himself, "this water might not be good after all." He walked away and watched. Presently a member of the feathered tribe swooped down to the sage brush, drank its fill, and flew away. "I guess that bird must know his business," muttered Bob, as he returned to the spot and proceeded to moisten his mouth with what his beer bottle had caught.

It was now ten o'clock and so cold that the frost was still on his chest. Lieut. Selff, however, began shedding his clothes, carrying the monster pack under his arm in preference to spending another night in the open.

That night, December 28th, as he was still walking, he saw something he thought was a canyon or ditch. He crawled to the edge of it to look over. The shiny something proved to be a highway - and the highway was paved and led to a small oil station, thence into Tonopah, Nevada,- a small walk of only 38 miles.

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GENERAL CRAIG INSPECTS FRANCE FIELD

The annual inspection of France Field by the Commanding General, Panama Canal Department, was made on the morning of December 20th last. Major-General Malin E. Craig and his staff came by train from the Pacific side. An inspection of the planes and personnel on the flying line preceded the Review.

An event of this inspection is noteworthy, as Mr. Lewis, the Field Manager for the Pan American Airways, ordered the PAA planes on the line and personnel standing by for inspection by the Commanding General. Mr. Lewis invited the Commanding General to include the PAA in the inspection, inasmuch as the PAA occupies one of the hangars of the 25th Bombardment Squadron and uses France Field as a terminal.

The Commanding General, before reaching the reviewing stand, was given aerial photographs depicting his arrival at Mount Hope Railroad Station and his arrival by automobile at France Field. Lieut. Williams, Commanding Officer of the 12th Photo Section, made the pictures, and the developing and printing by the Section was made in record time.

The Aerial Review followed the line inspection, and the flights passed in excellent formation. It must be remembered that General Craig is very familiar with Aerial Reviews, and badly spaced flights would not pass without unfavorable comment.

After the detailed inspection of hangars, shops and barracks, the Commanding General assembled all officers in Group Headquarters where he held a short critique, became acquainted with the officers who are recent arrivals in the Department, and departed for Quarry Heights on the Pacific side.

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A splendid means of entertainment is being afforded France Field personnel by a small group of band members who have organized a jazz band. In order that the entire command may enjoy this music, the orchestra plays on two evenings each week at the Post Movies.

LIEUT. MATHENY TO RECEIVE CHENEY AWARD

For performing an outstanding act of valor and self-sacrifice worthy of the highest commendation, 2nd Lieut. William A. Matheny, Air Corps, upon the recommendation of a Board of Air Corps officers, was designated by Major-General James E. Fechet, Chief of the Air Corps, to receive the Cheney Award for 1929, which consists of a bronze plaque with the name of the recipient engraved thereon, an engraved Certificate of Award and $500.00 in cash.

The Board, which consisted of Brigadier-General William E. Gillmore, Assistant to the Chief of the Air Corps; Lieut.-Colonel Ira Longanecker, Chief of the Information Division, and Major L.W. McIntosh, Executive Officer in the Office of the Chief of the Air Corps, were unanimous in their recommendation that Lieut. Matheny's conduct was the most outstanding and meritorious act performed by any individual eligible to receive the Cheney Award.

The act of valor and self-sacrifice for which the award was made occurred at Managua, Nicaragua, on August 30, 1929. Lieut. Matheny, with 1st Lieut. Dwight J. Canfield and Sergeant Wright took off from Managua, Nicaragua, in an LB-6 Bomber, which was one of four being ferried from the United States to Panama for use in the Canal Zone.

Lieuts. Canfield and Matheny were in the pilots' seats with the latter at the controls. When about seven miles out of Managua, the left motor of the plane caught fire. Turning back, Lieut. Matheny headed for the field at Managua, with his right motor at full throttle in an attempt to reach it. Flying the plane in this manner tended to overtax the motor and it froze, leaving the plane with no motive power. As the altitude at this time was too low to permit the personnel to use their parachutes with safety, Lieut. Matheny had no alternative except to attempt to land the plane in the jungle. As the plane was about to strike the ground, Lieut. Canfield loosened his safety belt. The plane crashed in the jungle and its entire nose was broken off as far back as the instrument board. Sergeant Wright, in the rear cockpit, was catapulted clear of the plane and was thrown some distance into the jungle. Immediately after the crash the gasoline tanks burst and both officers were saturated with gasoline. Lieut. Matheny, thrown a short distance from the plane, was unhurt except for a few cuts on his hands. He ran clear of the wreckage, but turning to look for his companion saw the plane enveloped in flames with Lieut. Canfield sitting at the side of it apparently conscious but unable to move.

Disregarding his own safety, he ran back to the burning plane, and by tugging at the clothing of Lieut. Canfield assisted him to his feet and dragged him away from the flames.

By this time Lieut. Canfield had apparently recovered from his daze and dashed for the open with his gasoline-soaked clothes a mass of flames. Lieut. Matheny then tackled him and attempted to roll him in the wet grass in order to smother the flames. In so doing Lieut. Matheny's clothes also caught fire. Lieut. Canfield then extricated himself from Lieut. Matheny's endeavor to put out the flames, jumped to his feet and rushed into the jungle.

Lieut. Matheny then attempted to smother the flames on his own body which were by this time burning his flesh, and succeeded at the expense of severe burns and terrible pain. He then started to search for Lieut. Canfield and found him with the flames extinguished from his person sitting on an old jungle road. Both officers were forced to wait for an hour before aid reached them. Lieut. Canfield died that night as a result of his burns. Lieut. Matheny was confined to the hospital for about three weeks as a result of his injuries.

In making its recommendation, the Board stated that the heroism displayed by Lieut. Matheny in disregarding his own safety and running to the assistance of Lieut. Canfield with the certain knowledge of catching fire reflects great credit upon himself and measures up to the traditions of the military service.

The Cheney Award was established in memory of First Lieutenant William H. Cheney, Air Service, who was killed in an air collision at Foggia, Italy, on January 20, 1918. The donors are Mrs. Mary L.C. Scofield, Peterboro, New Hampshire, and Mrs. Ruth Cheney Streeter, of Morristown, New Jersey, the mother and sister, respectively, of the deceased officer. They have set aside a trust fund of $15,000, the interest from which is to be used to make the award which is bestowed annually by the Chief of the Air Corps for an act of valor or extreme fortitude or self sacrifice in a humanitarian interest not necessarily of a military nature but which shall have been performed in connection with aircraft. Officers and enlisted men of the Air Corps, the Air Corps Reserve and,

in the event of a posthumous award, the widow or next of kin are eligible to receive the award.

Although the income from the trust fund exceeds $500.00 per year, the remainder is placed in a sinking fund for possible use in the event more than a single individual is recommended for the award.

Lieut. Matheny is the third member of the Air Corps to receive the Cheney Award and, incidentally, all of these three men were, at the time of the performance of the deed of valor entitling them to the Cheney Award, stationed at Langley Field, Hampton, Va.

In 1927 the Cheney Award was bestowed on Master Sergeant Harry Chapman, of the 19th Airship Company, Langley Field, Va., for conspicuous bravery in the Airship ROMA disaster which occurred in February, 1921. In 1928, Lieut. Uzal G. Ent, Air Corps, received the award for his heroism during the National Elimination Balloon Race. He was aide to Lieut. Paul Evert, Air Corps, the pilot of the Air Corps balloon. When the bag was struck by lightning, Lieut. Evert was instantly killed and the balloon caught fire. Instead of jumping with his parachute, Lieut. Ent, at great peril to his life, remained in the burning balloon and endeavored to revive his companion. Being inflated with hydrogen gas, there was danger of the balloon exploding at any moment.

Lieut. Matheny was born in Carrington, North Dakota, and gives his residence as at that place. He graduated as electrical engineer from the Marquette University, class of 1926. During the four years of his university training he was employed by the Duquesne Light and Power Company, and also as a cooperative student with the Wisconsin Telephone Company. He was appointed a Flying Cadet in 1928, graduated from the Primary Flying School at Brooks Field, Texas, on November 1st of that year, and from the Advanced Flying School, Kelly Field, Texas, four months later. He was appointed a 2nd Lieutenant in the Air Corps Reserve, with the rating of Airplane Pilot. On May 2, 1929, he was appointed a 2nd Lieutenant in the Air Corps, Regular Army, with station at Langley Field, Va., where he has remained since that date.

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FRANCE FIELD AIRMEN CELEBRATE

By the News Letter Correspondent

The 25th Bombardment Squadron, stationed at France Field, Panama Canal Zone, recently held their Organization Day party on the famous island adjoining Colon, Republic of Panama. This was the first squadron party for a number of months, and a schedule of athletic events had been prepared and approved by the popular Squadron Commander, Major Lyon. The schedule began at 10:30 a.m., and extended to 3:00 p.m. Different events were scheduled during this time so that there were no unoccupied periods. The first boat left the France Field boathouse at 10:30 a.m., with Major Lyon; the Post Adjutant, Captain A.E. Jones, and Lieut. "Mike" Horton aboard as an advance party to inspect the picnic grounds and kitchens.

After the inspection the races began and continued the rest of the morning. The France Field band, accompanied the participants with music. The first selections of the band were rendered in military style - standing. The heat, however, became very oppressive and the musicians were so overcome that towards the middle of the afternoon it was necessary for them to remain seated on the ground while playing.

All officers of the post had received invitations to attend the festivities and by half past twelve they were there en masse and enjoying the hospitality of the Bombardment Squadron. It was, indeed, a beautiful scene among the palm trees in a tropical setting, soft breezes and sunshine. There is no question about the soothing influence of such a tropical scene, and it is practically impossible to stay awake for any length of time in such surroundings. This was especially evident after everyone had partaken of the excellent luncheon served by the Mess Sergeant and cooks of the Squadron.

In connection with this party, mention must be made of the courtesy extended by the Naval Air Station in furnishing a motor sailer and crew to transport men from France Field to Manzanillo Island and return.

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In the contribution to the News Letter from the 115th Obs. Squadron, Calif. National Guard, Griffith Park Airport, Los Angeles, an invitation is extended to all pilots in the Services to drop in on them at any time. "You are welcome to all facilities at our disposal," says our Correspondent, "and we shall be honored to have you with us. Please pass the word around."

ENGINEERING-SUPPLY CONFERENCE AT WRIGHT FIELD

A total of 35 officers assembled at Wright Field, Dayton, Ohio, on January 13th for the Engineering-Supply Conference which started on that day, continuing until January 17th.

The discussions included all engineering and supply problems, failures of materiel, corrections for faulty operation, and changes for a new program. Each major Air Corps station was represented by two officers, one for supply and one for engineering.

The conference was opened by an address by General Foulois, who outlined the plans. Groups of officers were then formed for visiting the different engineering branches for conference. Captain C. V. Finter was liaison officer in charge of arrangements.

The Air Corps fields were represented, as follows:

Fort Crockett, Texas:
Captain S. J. Idzorek
Lieut. John F. Whiteley
Lieut. J. L. Davidson

Brooks Field, Texas:
Lieut. Clifford C. Nutt
Lieut. James Flannery

Kelly Field, Texas:
Lieut. Delmar H. Dunton
Lieut. A. L. Jewett

Middletown, Pa., Air Depot:
Major J. H. Houghton
Captain Ray A. Dunn
Captain M. G. Estabrook
Lieut. R. G. Harris

San Antonio, Texas, Air Depot:
Major A. W. Robins
Lieut. E. V. Harbeck
Lieut. E. V. Webster
Lieut. C.E. Thomas, Jr.

Mitchel Field, New York:
Captain A. E. Simonin
Captain F. F. Christine

Langley Field, Va.
Lieut. K.B. Wolfe
Lieut. R. V. Ignico
Lieut. C. W. O'Connor

March Field, Calif.:
Captain R. B. Walker
1st Lieut. H. B. Chandler

Chanute Field, Ill.:
Lieut. Robert S. Heald
Lieut. N. R. Laughinghouse
Lieut. W. M. Lanagan

Scott Field, Belleville, Ill.
Captain E. S. Schofield
Captain Roger S. McCullough

Rockwell Air Depot, Calif.
Major A. L. Sneed
Lieut. C.P. Kane
Lieut. R. Baez
Lieut. Edward M. Robbins

Office Chief of the Air Corps:
Major Frank M. Andrews
Major Frederick L. Martin
Captain Elmer E. Adler
Lieut. L. P. Whitten

Selfridge Field, Michigan:
Captain A. J. Etheridge

This was the second of these annual conferences to be held at the Materiel Division, and their continuance seems a definite adoption. The interchange of experience between engineering and supply officers stationed in all parts of the United States and the technical force at the Division responsible for the equipment sent out to these various stations is of inestimable mutual benefit and, as a result, of great advantage to the Air Corps as a whole.

Officers of the various fields come into closer touch with the general aims and plans striven for in the improvement and development of equipment and materials and, by discussions of the difficulties encountered in service, bring to the development center first hand knowledge of flying needs which influence the research and experimental programs. Such a convention cannot but increase the understanding of a large body of diversified workers as well as add to the spirit of cooperation.

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ALLOTMENT OF OFFICERS TO AIR CORPS TACTICAL SCHOOL

The Secretary of War has directed that ten officers of arms other than the Air Corps be detailed to the Air Corps Tactical School, Langley Field, Va., as students for the 1930-31 school year. The allotment to the different arms of the service is as follows: Two officers each of the Infantry, Field Artillery, Cavalry and Coast Artillery, and one officer each of the Corps of Engineers and the Signal Corps.

The officers to be detailed must be of the grade of senior captain or above, graduates of the advanced courses in their respective service schools or the Command and General Staff School, and must have signified their willing-

ness to be placed on duty involving flying. They will not be required to pass the special examination for flying, but only officers who are in good physical condition will be detailed, in view of the fact that they are required to participate as observers in flying missions.

While the number of officers detailed for the 1930-31 course is the same as for the 1929-30 course, the allotment to the various arms is different. In 1929 only the Infantry, Field Artillery and Cavalry field officers were detailed to the Air Corps Tactical School. This year the Coast Artillery, Signal Corps and Corps of Engineers have been added.

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SOLDIERS MEDAL FOR LIEUT. MATHENY.

Acting on the recommendation of Major Hugh J. Knerr, Commanding the 2nd Bombardment Group at Langley Field, Va., that Lieut. William A. Matheny, Air Corps, be awarded the Soldiers Medal for his heroic conduct following an airplane crash near Managua, Nicaragua, which recommendation was approved by the Chief of the Air Corps, the War Department, in a communication dated Jan. 23, 1920, stated that, after careful consideration, Lieut. Matheny had been awarded this decoration with the following citation:

"William A. Matheny, second lieutenant, Air Corps, United States Army. For heroism when an LB6 airplane crashed and burned near Managua, Nicaragua, August 30, 1929. The airplane piloted by Lieut. Dwight Canfield and Lieut. Matheny, one of four being ferried to the Canal Zone, crashed, due to leaking gasoline and fire in one of the motors. Both officers were thrown free of the airplane at the time of the crash and Lieut. Matheny after running a few steps looked back and saw Lieut. Canfield on the ground near the burning plane and unable to move. At great personal risk, knowing that both of them were drenched with gasoline, he ran back and assisted Lieut. Canfield to his feet, the clothing of both catching fire. He then attempted to extinguish the flames from the clothing of Lieut. Canfield by rolling him in the wet grass, after which he extinguished the flames from his own clothing. Lieut. Matheny received painful and severe burns and Lieut. Canfield died later from the burns received. The heroism displayed by Lieut. Matheny reflects great credit on himself and the military service."

In the concluding paragraph of the communication, above referred to, it is stated that these medals are not yet ready for issue, but when they are available the necessary steps will be taken to cause the medal to be presented to Lieut. Matheny at a suitable time.

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FLYING INSTRUCTORS' SCHOOL OPENS

The Air Corps Training Center Instructors' School opened at Kelly Field, San Antonio, Texas, on January 15th. The course will last for six weeks. Captain J. K. Cannon is in charge of the school, assisted by Lieuts. J. S. Griffith, B.D. Knapp, C.W. Davies, H.C. Wisehart and G. E. Henry.

A total of nineteen officers from various Air Corps stations reported at the Training Center to take the course, viz:

2nd Lieut. G. R. Acheson
2nd Lieut. James W. Andrew
2nd Lieut. F. A. Armstrong
2nd Lieut. Albert Boyd
2nd Lieut. M. M. Burnside
2nd Lieut. C. W. Davies
2nd Lieut. C. D. Fator
2nd Lieut. O. C. George
2nd Lieut. G. E. Henry
2nd Lieut. A. M. Kelley
2nd Lieut. Richard H. Lee
2nd Lieut. George H. MacNair
2nd Lieut. A. L. Moore
2nd Lieut. I. M. Palmer
2nd Lieut. E. P. Rose
2nd Lieut. E. A. Sanborn
2nd Lieut. W. P. Sloan
2nd Lieut. K. E. Tibbetts
2nd Lieut. M. M. Towner

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ARMY AIRMEN EXCEL IN POLO

Driving the ball between the goal posts to score in the last 20 seconds of play gave the Air Corps Training Center a victory over the Third Infantry

Brigade in the final match of the tournament on January 5th.

It was not until the third chukker that the Air Corps were able to score, when Lieut. George Beverly drove the willow down the field and through the goal. As the second half opened, the Airmen were holding down the short end of a 4 to 2 score. While the defense checked the Infantry scoring drives, Lieut. Craw scored for the airmen in the fifth chukker and twice in the sixth, to give them a temporary lead. But Capt. Coulter of the Infantry shot a beauty to tie the score at 5-all shortly afterward.

Both sides scored again in the seventh, Lieut. Beverly giving the Air Corps a temporary lead which Capt. Coulter tied again with another accurate swing of the mallet. The eighth was merely a duplication of the seventh chukker, as Capt. Coulter scored his fifth goal of the game for the Infantry only to have Lieut. Beal tie the score again just as the game ended.

Hard and fast driving featured the final period. The ball was in the very mouth of the Air Corps goal, but Lieut. Craw raked it away and accompanied it on a mad pace down the field, where Lieut. Beal with a backhand stroke made a beautiful shot to score and thus win the contest.

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COMMERCIAL AVIATION OFFICIALS CONSULT AIR CORPS ENGINEERS

Among the leading representatives of the aircraft industry to come to Wright Field, Dayton, Ohio, recently to consult with engineers of the Materiel Division were E. N. Gott and C.T. Porter of the Keystone Company; Victor E. Bertrandias and A.N. Gassner of the Fokker Aircraft Corporation; T. E. Tillinghast of the Pratt and Whitney Company; E.E. Aldrin of the Standard Oil Development Company; W.H. Nunns, Wright Aeronautical Corporation; C. P. Lyon, Thomas-Morse Aircraft Corporation; F.H. Russell, Arthur Nutt, T.P. Wright and Burdette S. Wright of the Curtiss Company; Gordon T. Waite of the Alliance Aircraft Corporation; C.V. Johnson of the Bendix Brake Company; N.H. Gilman of the Allison Engineering Company and F.W. Caldwell of the Hamilton Steel Propeller Company.

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EXTENDED CROSS-COUNTRY FLIGHT BY LIEUTENANT THORPE

Between the dates of December 26th and January 1st, 2nd Lieut. Clarence S. Thorpe, Air Corps, of March Field, Riverside, Calif., accompanied by Private Norman B. Estabrook, 47th School Squadron, made an extended cross-country flight to Spokane, Washington, and return, via Las Vegas, Nevada; Salt Lake City, Utah; and Boise, Idaho, on the outward journey, and via Pasco, Washington; Corning, Calif., and Crissy Field, Presidio of San Francisco, Calif., on the return journey. Lieut. Thorpe's report covering this flight is as follows:

Left March Field, Calif., on December 26, 1929, at 10:50 a.m. A course was flown via Cajon Pass to Bakersfield, Calif., where it was observed that the entire valley was filled with a heavy ground fog, making it necessary to change the course toward Las Vegas, Nevada, at 2:20 p.m. Gas and oil were obtained from the Standard Oil Company, and the plane was then flown to the new Department of Commerce field which is located about eight miles east of town. This field is in good condition and is made up of three runways in the shape of an isosceles triangle. Gas and oil will be obtained at this field in the near future. A radio station is maintained there by the Western Air Express with an operator on duty 24 hours every day.

Left Las Vegas, Nevada, at 9:40 a.m., December 27th, and a straight course was flown to Salt Lake City, Utah, where a landing was effected at 2:00 p.m., at the Municipal Airdrome. Excellent weather was encountered en route.

The flight took off from Salt Lake City, Utah, at 8:55 a.m., December 28th, and a straight course was flown to Burley, Idaho, and thence to Boise, Idaho, where a landing was made on the Municipal Airdrome at 12:05 p.m. The plane was serviced and a take-off was made at 12:40 p.m. The route of the Varney Air Lines was followed via Baker, Oregon; La Grande, Oregon, and Pasco, Washington, to Spokane, Washington, where the flight landed at 3:55 p.m. on Felts Field. Excellent weather was encountered en route.

At 8:55 a.m., December 31, 1929, left Spokane, Washington, and proceeded to Pasco, Washington, where the plane was serviced after the landing at 10:35 a.m. The Pasco Field is used by the Varney Air Lines and is in good condition.

A take-off was made from Pasco at 10:55 a.m., and a compass course was flown to Corning, California, where a landing was made at 2:35 p.m. The Corning Field is large, in excellent condition, and equipped for rapid servicing. The plane took off at 3:10 p.m. from Corning, California, and was flown straight to Crissy Field, Calif., where a landing was made at 4:00 p.m. The weather throughout the day was excellent.

Left Crissy Field on January 1st, at 9:30 a.m., and a straight course was flown to Bakersfield, Calif., thence through Tehachapi Pass and Cajon Pass to March Field, Calif., where a landing was made at 12:50 p.m. The usual ground fog was present over the valley north of Bakersfield, otherwise the weather was excellent.

An O2-K Douglas plane was used in this flight and it functioned perfectly in every respect.

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LARGE CLASS OF ENLISTED MEN TO UNDERGO FLYING TRAINING

Of the 239 candidates selected by the Chief of the Air Corps to begin training March 1st at the two Primary Flying Schools of the Air Corps at Brooks Field, San Antonio, Texas, and March Field, Riverside, Calif., 49 are enlisted men of the Regular Army, constituting the highest number from the ranks to be members of a starting flying class since the operation of these schools under peace-time conditions.

Among the 122 new students to be trained at March Field, 12 are enlisted men of the Air Corps and three enlisted men from the Infantry. Numbered among the 117 students to attend the Brooks Field School are 32 enlisted men of the Air Corps, one from the Infantry and one from the Medical Department.

Pursuant to orders from the War Department, the enlisted men have been ordered to report to the Commandants of the respective schools not later than February 28th for appointment as Flying Cadet and assignment to the class starting training the following day. Names and present stations of these men are enumerated below, as follows:

To March Field

Private James P. McReynolds, 24th Airship Company, Scott Field, Ill.
" Wm. O. Carlson, 94th Pursuit Squadron, Selfridge Field, Mich.
" Willard D. Clark, 27th Pursuit Squadron, " " "
" Walter Harvey Gould, 15th Obs. Squadron, " " "
" Walter C. Newland, 94th Pursuit Squadron, " " "
" Albern R. Swanson, 16th Obs. Squadron, Marshall Field, Kansas.
" Joseph B. Donnelly, 91st Obs. Squadron, Crissy Field, Calif.
" Donald M. Kessler, 46th School Squadron, March Field, Calif.
" Albert C. Reed, 54th School Squadron, " " "
" Wade H. Westmoreland, 54th School Squadron " " "
" Thomas Moreland Ulery, 3rd Infantry, Fort Snelling, Minn.
" Jacob A. Wahl, Hqrs. Co. 17th Infantry, Fort Crook, Neb.
" Forrest L. Gorin, Hqrs. Co. 30th Infantry, Presisio of San Francisco.
" Willard G. Heberling, Schofield Barracks, Honolulu, T.H. (A.C.)
" Jason R. Spahn, A.C., Schofield Barracks, Honolulu, T.H.

To Brooks Field

Private Elias J. Keller, 5th Obs. Squadron, Mitchel Field, N.Y.
PFC Richard J. Close, Air Corps Detachment, Bolling Field, D.C.
Private Robert T. Miller, 2nd Bombardment Group Hqrs., Langley Field, Va.
" Joe W. Cotton, 22nd Obs. Squadron, Maxwell Field, Montgomery, Ala.
PFC Benjamin F. Lowery, 22nd Obs. Squadron, Maxwell Field, Ala.
Private Albert A. Rice, 22nd Obs. Squadron, Maxwell Field, Ala.
" Theodore B. Taylor, Jr., Air Corps Technical School, Chanute Field, Ill.
" Lloyd C. Waldorf, Air Corps Technical School, Chanute Field, Ill.
Corporal James R. Rogers, 88th Obs., Squadron, Post Field, Fort Sill, Okla
Private Loyal Sowder, 88th Observation Squadron, Post Field Fort Sill, Okla.
" Elmer F. Diamond, Jr., 20th Photo Section, Brooks Field, Texas.
" James F. Dodds, 52nd School Squadron, Brooks Field, Texas.
" Luther J. Fairbanks, 11th School Group Hqrs., Brooks Field, Texas.
" Troy Eli Frost, " " " " " " "
" Claud C. Ham, " " " " " " "
" Archie T. Lyon, " " " " " " "
" Donald D. Stow. " " " " " " "

To Brooks Field (Continued)

Private Addison E. Baker, 90th Attack Squadron, Fort Crockett, Texas.
" Ottis Bobbitt, " " " " " " "
PFC Fred W. Huston, 60th " " " " " "
Private Leo O. Miller, 8th " " " " " "
" Ben T. Stogner, 3rd Attack Group Hqrs. " " "
" Hugh A. Druce, 48th School Squadron, Kelly Field, Texas.
" Michel M. Des Marias, 40th School Squadron, Kelly Field, Texas.
PFC Earl W. Gessner, 40th " " " " "
Private Quincy L. Hardy, 40th " " " " "
Corporal Norman M. Jackson, 10th School Group Hqrs. " " "
Private William D. Showalter, 48th School Squadron, " " "
" Robert L. Springer, 24th School Wing Hqrs. " " "
" Harry H. Weiner, 42nd School Squadron, " " "
" John W. Welch, 41st School Squadron, " " "
PFC Volley J. Williams, 48th School Squadron, " " "
Private William F. Leahy, Medical Dept., Fort Ethan Allen, Vermont.
PFC Herman D. Corey, Howitzer Co. 29th Inf., Fort Benning, Ga.

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REDUCTION IN THE COST OF AIR TRAVEL

The Western Air Express, with headquarters at Los Angeles, Calif., has effected a reduction in transportation rates on their lines to conform to a fare equal to rail and Pullman rates for the benefit of Federal officials and employees. As a result of this new transportation rate schedule it will be possible for those connected with the government to travel by air at rail and Pullman rates over the Western Air Express, the Standard Air Lines, West Coast Express, and Mid-Continent Air Express. The latter three named are associate companies to Western Air Express.

The above-named air lines serve the following points: Kansas City, Los Angeles, San Francisco, Seattle, Portland, Salt Lake City, San Diego, Agua Caliente, Santa Catalina Island, El Paso, Phoenix, Albuquerque, Pueblo, Denver, Amarillo, Wichita, Cheyenne and intermediate points.

Special schedules and rates have been prepared for the use of government officials and employees, and agents of these four companies have been instructed to honor the usual transportation vouchers.

Announcement was recently made by the Aviation Corporation of a sweeping reduction in transportation rates on its entire system of air lines on a level comparative with railroad and Pullman fares and, in some cases, lower. The lines affected are those of Universal Aviation Corporation; Colonial Air Transport, Inc.; Embry-Riddle Aviation Corporation and Southern Air Transport, Inc., which compose the largest system of air lines in the United States, the planes of which fly more than 20,000 miles daily in scheduled service.

This sweeping reduction follows a temporary experimental slash of fares on the Universal passenger lines which resulted in an almost immediate large increase in passenger travel over their lines.

In the opinion of Robert J. Smith, general traffic manager of the corporation, this experiment showed where the "E" should be placed in the word describing the retarding influence of air travel. It was "farE" instead of "fEar." The experiment demonstrated that passengers will travel in much larger numbers if the fare approximates that of train and Pullman.

"The one great question mark which has been staring at air line operators was whether it was fare or fear that delayed general acceptance of air travel," continued Mr. Smith. "We are sure now it was fare. We expect to see an immediate great increase in air travel over the country and we believe this increased passenger traffic will demonstrate conclusively that air travel is worth more to the public than slower forms of transportation."

The new rate schedule for passenger transportation over the lines above mentioned is virtually half that of the old one and, in some cases, the reduction in fare is as much as 60 percent.

"Increased air travel which is bound to follow the reduction of fares," said Mr. Hamilton, operating vice president of the Aviation Corporation, "will serve to stimulate the aviation industry as a whole. It will mean the increased use of present airline equipment and very probably make necessary the purchase of new and larger airplanes and the employment of more pilots and personnel."

COURSES OF INSTRUCTION FOR SECOND BOMBARDMENT GROUP

Through the cooperation of the Air Corps Tactical School, an interesting and instructive series of courses have been outlined for officers of the 2nd Bombardment Group at Langley Field, Va. These courses and the respective instructors are as follows:

Infantry	Major L.S. Frasier, Infantry
Field Artillery	Major H.G. Fitz, Field Art.
Combat Orders	1st Lt. K.N. Walker, A.C.
Use of Federal Troops in Civil Disturbances	Major L.S. Frasier, Infantry
Visual Inspection, Air Corps	1st Lt. H.A. Bivins, A.C.
Cavalry	Major H.M. Estes, Cavalry.
Coast Artillery	Major E.H. Metzger, Coast Art.
Air Corps Tactics (Pursuit)	1st Lt. C.L. Bissell, A.C.
Air Corps Tactics (Bombardment)	1st Lt. K.N. Walker, A.C.

The 2nd Bombardment Group has started to work on instruction bombing as it is authorized in the season's training program. With a mark of 492 out of a possible 500 points, 2nd Lieut. Edwin L. Tucker recently secured the highest score to date. The bombers are using 100-pound demolition bombs and are dropping eight of them from 5,000 feet and eight from 8,000 feet. When all officers shall have completed their instruction bombing, the next thing on the program will be bombing for record.

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FOG PROVES IMPENETRABLE BARRIER

Forced by adverse weather conditions to return to Rockwell Field an hour and a half after they had taken off for Tucson, Arizona, Mayor Harry C. Clark, of San Diego, Calif., and Colonel Ed. Fletcher, San Diego's foremost good road enthusiast, were prevented from attending a meeting of the Tucson Chamber of Commerce, scheduled for January 7th, and held in the interest of a paved highway across Arizona to connect San Diego and Southern California.

Mayor Clark and Colonel Fletcher, in an Army Douglas C-2, took off from Rockwell Field at 11:00 a.m., piloted by Lieut. Burrows. Circling for elevation over the city of San Diego, the plane reached an altitude of approximately 8,000 feet. Fog hung over the city up to an altitude of more than 12,000 feet, it was reported, and presented a barrier of mist that could not be penetrated with safety. With the plane headed South, it was forced to turn back by rain and snow over the mountains in the vicinity of Tecate, Mexico. With every mountain pass clogged by fog, rain or snow, the plane was forced to return to Rockwell Field.

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ADVANCED SCHOOL STUDENTS SEEK REGULAR ARMY COMMISSIONS

Out of the class of 84 students attending the Advanced Flying School at Kelly Field, San Antonio, Texas, 63 have made application for examination for appointment as second lieutenants in the Air Corps, Regular Army. The preliminary examinations were held on January 16th and the final examinations will be held February 17th to 22nd.

A total of 78 Flying Cadets out of the 84 above mentioned, attending the Advanced Flying School, have made application for extended active duty with a tactical unit of the Air Corps. This class has the largest number of applicants for active duty of any graduating class of the Kelly Field School.

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ENGINEERING SCHOOL STUDENTS RESUME STUDIES

Students of the Air Corps Engineering School at Wright Field, Dayton, Ohio, returned to their studies on January 6th after their two weeks mid-year holiday. The course which opened on July 1, 1929, closes June 30, 1930. The miscellaneous subjects have been completed in the six months just passed, and concentration during the next six months will be directed on aerodynamics and the design courses, such as airplane, aircraft engine and propeller design. Eleven student officers are enrolled in the present class.

THE ARCTIC PATROL FLIGHT OF THE FIRST PURSUIT GROUP

The First Pursuit Group of the Army Air Corps, under the command of Major Ralph Royce, which for nearly a month was engaged in a winter test flight from Selfridge Field, Mt. Clemens, Mich., to Spokane, Washington, returned to their home station on the evening of January 29th.

The question as to whether the Pursuiters gained ample experience in flying and handling their planes under severe weather conditions can be very emphatically answered in the affirmative. They had many hard tussles with Old King Boreas with his sub-zero blasts. There were a few mishaps and several of the pilots were rendered hors de combat. Happily, there were no serious accidents, and the men who participated in the flight, after they have thawed out, will no doubt look back on their long jaunt through the frigid Northwest as the experience of a lifetime. Stationed as they are at Selfridge Field, where the weather is anything but mild, it may require some time before the thawing out process is completed.

One plane was lost during this flight, being damaged beyond repair when Lieut. Warburton crashed near Beach, N.D., in a raging blizzard. The pilot suffered injuries which, however, were not of a serious nature.

Among the many things which the Pursuiters learned from this flight, one was that plumbers are utilizing an article in their stock in trade which is extremely valuable in connection with winter flying -the firepot. They now have a very high regard for this implement, hitherto considered of use in heating soldering irons, melting lead, etc. Using these firepots, the Army pilots were able to start their cold motors with little difficulty. The next time a flight is made in the dead of winter there will no doubt be a popular demand for this article in the plumbing supply line.

There have been some comments on the difficulties which the Pursuit Group encountered while flying in the cold weather. It was pointed out that the mail planes had been making their scheduled flights without any trouble of this nature. One must not lose sight of the fact, however, that the mail planes start on their flights from heated hangars, whereas the Army pilots were conducting their operations in the open. Furthermore, it is much easier to start the engine of one plane than 22 of them.

The planes which the Army pilots flew on this Arctic Patrol Flight, that is to say, 18 of them, were the small single-seater fighters, built especially for quick maneuvering, equipped with a powerful motor, and carrying two machine guns and 100 gallons of gasoline.

The "Arctic Patrol," as this flight was referred to, involved a total distance of approximately 3,500 miles. The forces arrayed against King Winter comprised a total of 23 pilots, about 20 mechanics, 18 Pursuit planes, three Cargo planes and one Observation plane. All of these planes were equipped with skiis instead of the conventional landing wheels, in view of which fact such landing fields as were cleared of snow were studiously avoided. One of the Cargo planes was equipped with radio receiving and sending apparatus, which were operated on two wave lengths, 32.5 and 54 meters.

While the primary purpose of the Arctic Patrol was to test the efficiency of planes, personnel and equipment under the most severe winter conditions, the secondary object was to obtain first-hand experience on the value of short-wave radio in connection with Army Air Corps operations in remote sections and covering long distances. Thus, when the First Pursuit Group took the air on January 10th, another short-wave radio station sprang into existence (Station AB6) which added a new element of interest to the Amateur Radio Operators or "Hams," as they are generally known. Members of the American Radio Relay League deserve commendation for the whole-hearted cooperation they extended in aiding the communications end of this big project of the Pursuiters.

The communication terminals were in charge of F.E. Handy, of the American Radio Relay League, Hartford, Conn.; Captain Frank E. Stoner, U.S. Army Signal Corps; B. R. Cummings of the Radio Engineering Department, General Electric Co., Schenectady, New York. Mr. H. J. Adamson, assistant to the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, was on board the Observation plane and in charge of communications. Staff Sergeant Harry E. Wilson was the Radio Operator.

The Army pilots who flew the Pursuit planes were Major Ralph Royce, 1st Lieuts. Alden R. Crawford, Kenneth A. Rogers, Marion L. Elliott, Paul W. Wolf,

Cecil E. Henry, 2nd Lieuts. Charles A. Harrington, Ernest K. Warburton, Ralph C. Rhudy, Austin A. Straubel, Donald L. Putt, Norman D. Sillin, Paul B. Wurtsmith, Theodore M. Bolen, Edward H. Underhill, Homer L. Sanders, Paul M. Jacobs and Robert K. Giovannolli. First Lieut. James E. Duke piloted the Radio C-9 airplane, accompanied by nine mechanics; 2nd Lieut. Paul E. Shanahan, the Transport C-9, accompanied by nine mechanics; 1st Lieut. Ennic C. Whitehead, the C-2 Observation plane, accompanied by Mr. H.J. Adamson; and 2nd Lieuts. Edwin R. French and D. M. Lowry, Jr., the Douglas Transport C-1, accompanied by two mechanics.

According to the flight itinerary, the First Pursuit Group was scheduled to depart from Selfridge Field on the morning of January 8th, stopping at St.Ignace, Mich., at noon, and at Duluth, Minn., via Hancock, Mich., overnight; January 9th, Grand Forks, N.D., at noon, Minot, N.D., overnight; January 10th, Glasgow, Montana, at noon, Great Falls, Montana, via Havre, overnight; January 11th, Kalispell, Montana, at noon, Spokane, Washington, destination.

Departing from Spokane, Washington, January 13th, the Group was scheduled to stop at Helena, Montana, at noon, and Miles City, Montana, overnight; January 14th, Bismarck, N.D., at noon, Fargo, N.D., overnight; January 15th, Minneapolis, Minn., at noon, Wausau, Wisconsin, overnight; January 16th, Escanaba, Michigan, at noon, Selfridge Field, same day.

Jack Frost and Old King Boreas were not kindly disposed towards the Pursuiters, not only delaying their departure from Selfridge Field two days but otherwise impeding their progress so that they were almost two weeks behind schedule when they finally returned to their home station.

January 8th ushered in a heavy sleet which resulted in all of the 22 planes being covered with a coating of ice, and a take-off was out of the question. With the temperature barely at freezing, the heavy radio plane was in danger of sinking through the ice of Lake St. Clair. The entire personnel of Selfridge Field worked all night getting the ship out of danger and dragging it to dry ground. The right wheel of the plane was entirely under water.

January 10th: The 18 Pursuit planes departed from Selfridge Field at 9:05 a.m., bound for St. Ignace, Mich. One C-9 Transport plane departed at 11:30 a.m., and another one at 2:20 p.m. The O2-K plane, with Lieut. Ennis C. Whitehead as pilot and Mr. H.J. Adamson, passenger, was unable to depart, due to motor trouble. The Pursuit ships reached St. Ignace at 11:25 a.m., and Duluth, Minn., at 3:20 p.m. One Ford Transport and one Douglas Transport arrived at Munising at 4:00 p.m. The Ford Radio plane arrived at St. Ignace at 5:10 p.m.

January 11th: Lieut. Whitehead with Mr. Adamson departed from Selfridge Field for St. Ignace at 8:40 a.m. The 18 Pursuit planes arrived at Minot, N.D.

January 12th: With the temperature 20 degrees below zero, the Group attempted to start their planes for the next leg of their flight. The rear end of the crankcase of Lieut. Bolen's plane was torn out by the starter because the motor was too cold to turn over, and it was decided to wait for the arrival of the transport with the heaters. One Ford Transport and one Douglas Transport arrived in the afternoon. Lieut. Rogers, who was delayed at Grand Forks with damaged skii, also arrived. The Douglas Transport, piloted by Lieut. French, which was forced down 25 miles east of Minot, due to a broken oil line, proceeded to Minot after the break was repaired, but met with another mishap when the right axle broke in landing.

January 13th: A new motor was expressed from Selfridge Field to replace the one in Lieut. Bolen's plane which was damaged the previous day when an attempt was made to start it. Lieut. Whitehead with Mr. Adamson, in the O2-K, held over at Amasa, Michigan, due to severe weather conditions, arrived at Wausau, Wisconsin, in the afternoon.

The flight to Glasgow, Montana, was made in groups of three and five planes, thus affording the junior officers an excellent opportunity to lead their units in winter weather. Before starting, the water and oil were drained from engines and live steam injected to motors, using hot blowers actuated by blow torches. As a result of these heating operations, three radiators started leaking. The start was a long process, the Group arriving safely at Glasgow, the last plane touching the ground at 1:15 p.m. In taking off the skiis on

Lieut. Warburton's plane were damaged so badly that they were replaced by wheels. Handicapped by his wheel landing gear, Lieut. Warburton nevertheless made a nice landing.

Just as the last plane arrived at Glasgow, the first one took off for Great Falls, Montana. All but four of the planes arrived at that plane at 3:45 p.m. Motor trouble necessitated Lieut. Elliott making a forced landing at Hosey, some 50 miles from the nearest railroad, due to a broken piston. Overtaken by darkness, Lieuts. Wolf, Warburton and Putt landed at Havre, Montana. During the flight to Great Falls, the temperature varied from ten degrees below zero to five above. Some winter fog and snow flurries forced the pilots to fly at an altitude of 200 feet and often below that mark. The level country made conditions ideal for flying with skiis. The pilots were reported to be in excellent condition, while the planes required some minor repairs on skiis.

January 14th: It was necessary for the Pursuiters to delay their departure from Great Falls due to snow flurries and low visibility. Aided by willing citizens of Great Falls, the Pursuiters worked all morning to start the motors, and succeeded in doing so only to find their labors wasted. City officials arranged to have three steam boilers on the flying field the next day to facilitate starting the engines.

Lieuts. Wolf, Warburton and Putt, who landed at Havre, arrived at Kalispell, Montana, but in landing Lieut. Putt broke a skii, causing him to nose up and break the propellor.

Lieut. Shanahan, with nine enlisted mechanics, took off in the Transport from Minot, landed at Glosgow for gas and headed for Kalispell. Unable to get through the mountain pass, he had no alternative except to land at Havre.

In an attempt to test the visibility, Lieut. Crawford took off at one o'clock, but when five miles from the landing field he was forced down to 200 feet. The landing gear of Lieut. Rogers' plane was broken, and steps were taken to repair it locally.

January 15th: It was a hectic day for the Army airmen at Great Falls. The temperature at the field was 32 degrees below zero when work was started in the morning to get the motors started. Through the use of live steam, hot Prestone and hot oil, seven motors were started and the planes dispatched to Kalispell, Montana, under Lieut. Crawford. Lieut. Sanders could not get off the ground, due to the condition of the skiis. The six ships, after arriving within 30 miles of Kalispell, were forced to turn back because of fog and mountains. Four planes returned to Great Falls, Lieut. Sillin being forced down at Brandy, Montana, and Lieut. Giovannolli at Power, Montana, because of exhaustion of gasoline.

The Ford Transport reached Kalispell to wait the arrival of the remainder of the Group. Lieut. C.A. Harrington, in his dispatch, stated that the Eskimo garb seen at Great Falls was looked upon favorably by the pilots suffering from cold and fatigued by working in stiff flying suits, also that they were receiving extremely valuable experience repairing and caring for their own planes in the field.

Lieut. Elliott arrived at Great Falls after a 70-mile sled trip from the Mountains to Big Sandy, Montana. The farmer who brought Lieut. Elliott in from Hosey Post Office to Big Sandy came in through a raging blizzard. On arrival one horse dropped dead and the farmer was taken to the hospital, where he was reported to be in a critical condition. Arrangements were made to ship a new motor from Selfridge Field to Lieut. Elliott and for him to ferry it in a transport plane to his stranded plane at Hosey.

Lieut. Duke, pilot of the Radio plane, was reported to be still held over at Amasa, Michigan.

January 16th: Taking heed of the harrowing flight of the six planes which were forced to turn back when within 30 miles of Kalispell, the Group took all possible precautions before attempting to again cross this wild section of the mountains. The officers engaged on this flight suffered extremely from the cold. While awaiting weather reports, advantage was taken of the opportunity to have four skiis repaired and to have the three steam lines ready for starting the motors the following morning. Goggles worn by the pilots were declared unsatisfactory because of frosting, necessitating their flying without them.

Lieut. Rogers was taken to a hospital with an infected foot, while Lieuts. Underhill and Giovannolli suffered from frozen noses.

Lieut. Duke, held over at Anasa, Michigan, flew the Radio Transport to Wausau, Wisconsin.

One boiler supplying steam to planes froze while in operation and one of its piped cracked. Another boiler was supplied but efforts to get up sufficient steam therein while in the open proved without avail.

January 17th: A blizzard with a 35-mile wind on the plateau airport of Great Falls foiled the attempts of the Army pilots to start their motors for the flight to Spokane. The temperature was 14 degrees below zero. Snow lashed by the wind drifted high about the ships. Officers working on them found it necessary to wear lined face masks. Removing his gloves to fasten a bolt on his plane, Major Royce's hands froze, but he succeeded in thawing them out in time to avoid serious consequences.

Lieut. Straubel succeeded in starting his plane, but at the cost of a frost-bitten face. A physician was attending to Lieut. Underhill's nose which was frozen the day before.

The three Pursuit planes, piloted by Lieuts. Wolf, Warburton and Putt, and the Transport with nine mechanics, piloted by Lieut. Shanahan, took off from Kalispell at noon and arrived at Spokane.

There were many cases of frost bites among the personnel held over at Great Falls.

January 18th: Snow and poor visibility still held the 13 planes over at Great Falls. A broken cylinder in one of the engines of Lieut. Duke's plane forced him to remain at Wausau, Wis., to wait for the arrival of a new engine.

January 19th: Major Royce, leading the flight of 13 planes, arrived at Spokane, Wash., at 4:00 p.m., his telegram reporting arrival at destination reading as follows:

"Having battled forces of King Winter ten days and won from them secrets of how they intend to aid enemies of United States in war time, the First Pursuit rests in Spokane, Washington, while battle wounds are healed.

With arrival of Lieut. Bolen, whose motor was treacherously damaged by the enemy in skirmish at Minot, North Dakota, seventeen Pursuit planes and one Ford Transport now stand definitely on the ice at Newman Lake, fifteen miles east of Spokane. Battered skiis are being repaired, motors looked over, valves checked, fabric patched and broken parts replaced as well as can be done in this operation of a fighting air unit far away from base of supplied. One pilot and one Pursuit plane are still in the enemy's hands. Lt. Rogers in hospital Great Falls, Montana, with infected foot, and Lt. Elliott's plane being ill treated by blizzards on a bleak Montana hillside. However, this plane will soon be recaptured. New motor has arrived Great Falls, Montana, to be taken by Lieuts. Elliott and Shanahan in Ford Transport to stranded plane if landing there is possible. Douglas Transport piloted by Lieuts. French and Lowry holds an outpost at Minot and awaiting orders. Lieut. Duke with burnt out right motor on Ford Transport awaits new motor at Wausau, Wis. Observation plane piloted by Lieut. Whitehead and carrying Mr. Hans Adamson, representative of Assistant Secretary of War F. Trubee Davison, will meet Group along homeward flight, it having been hard pressed by the enemy."

January 20th: Lieut. Bolen departed from Great Falls at 10:00 a.m., and arrived at Spokane at 2:30 p.m.

Lieut. French, pilot of the C-1 Transport, was delayed at Sidney, Montana. In landing, the axle was broken, necessitating shipment to him of right half landing gear.

January 21st: In a telegram from Major Royce, sent from Spokane, Wash., he stated that, barring violent weather, the First Pursuit Group expects to begin the return journey to Selfridge Field on the 22nd. The skiis were repaired in Spokane and all but two replaced on planes. The planes which required engine repairs were flight-tested. It had been contemplated wiring heaters into planes for the purpose of facilitating the starting the engines, but it was found that plumbers' pots warm engines so well that Group may depend on borrowing them from cities where overnight stops are made.

Major Royce further stated that the pilots were rested and were anxious to try new ideas on how to keep warm and see through goggles high above the

Rockies and down in canyons weathering blizzards and 35 below temperatures. He believed the return trip would be more easily accomplished because of the lessons learned so far.

January 22nd: Leaving Spokane at 10:45 a.m., on the first leg of the return flight, the Selfridge Flyers arrived at Helena, Montana, at 1:45 p.m. The late take-off from Spokane, due to mounting of three skiis and motor starting troubles, necessitated abandonment of the scheduled 35-mile flight over Spokane prior to departure. The flight to Helena was favored by perfect visibility all the way across the Rocky Mountains. Extreme cold was experienced at the high altitudes it was necessary to attain in order to clear the peaks. A temperature of 12 degrees below zero greeted the visitors when they landed at Helena. Plenty of snow was on the ground for landing and take-off.

January 23rd: Meeting the forces of King Winter with a newly found weapon, namely, the humble plumbers' fire pot, the First Pursuit Group gained a signal victory in being able to start the motors that morning at Helena in time to arrive at Miles City, Montana, via Billings, at 3:30 in the afternoon. At Helena these fire pots proved the best means of warming the motors for starting in sub-zero weather. The planes were parked parallel to a spur of the Union Pacific Railroad. Half of them were warmed by steam lines from a locomotive on this spur and the remainder by the fire pots. Starters were broken on four planes, necessitating turning the propellers by hand. These four were sent direct to Miles City without stopping at Billings, arriving shortly before the remaining 12 ships of the Group and landing on the ice at Rattlesnake Lake.

A series of snow storms from Billings to Miles City forced the Group into echelon formation at a low altitude. The pilots, however, were growing accustomed to flying through such storms.

In taxying after landing at Helena, Lieut. Bolen nosed up when the right skii struck an iron pipe, resulting in breaking the right side of undercarriage and propeller. Repairs were made and Lieut. Bolen reached Miles City shortly following the arrival there of the Group.

January 24th: When the take-off from Miles City was made, the weather reports received indicated snow flurries and a ceiling of 1,000 feet. As the Group progressed, however, the visibility became poorer and the flying dangerous. When four miles east of Beach, North Dakota, the blizzard then raging made visibility impossible, and forced landings were made on the farm of A.H. Arnold. Lieut. Warburton crashed within a few hundred feet of the farmhouse, receiving cuts about his head. He was taken to Beach in a wagon sled, no automobiles being able to get through on the roads.

The forced landings were very difficult to make for all planes. Major Royce went through three wire fences and damaged his plane, a large dent being made in the tail surfaces.

January 25th: The Pursuiters busied themselves salvaging Lieut. Warburton's plane and repairing the other planes. Six pilots, Lieuts. Crawford, Straubel, Sillin, Rhudy, Underhill and Wurtsmith, succeeded in starting their engines through the use of plumbers' fire pots and left for Bismarck, N.D. The Army airmen have a high regard for plumbers' fire pots, claiming that they have solved the problem of starting motors in cold weather.

Lieut. Warburton was sent to the hospital at Fort Lincoln, N.D., suffering from shock and cuts about his face, especially two deep cuts on his forehead and one on his chin. His plane was found to be a complete wreck, much worse than Lieut. Warburton's injuries would have led one to surmise. The blizzard the previous day prevented a detailed inspection of the plane after the crash. Lieut. Warburton remembered nothing of the crash, and it is presumed that he zoomed his plane to avoid the Arnold farmhouse looming up before him in the blizzard which caused him to lose flying speed and crash on the right wing. The stabilizer, tail surface, were good enough to be placed on Major Royce's plane. The instruments, machine gun and one magneto were taken from the wreck. What remained was nothing but junk and was permitted to be hauled away from the Arnold farm.

Six of the pilots spent most of the afternoon sewing up the holes in Major Royce's ship. The lower wings were spreaded, and a fence post had gone through the bottom of the fuselage. The snow was very deep and in drifts.

Fences were taken down in order to move the ships in the largest open space for take-off. Had the blackest of the blizzard overtaken the Group five minutes later, they would have been over the Dakota Bad Lands, and the landing of the flight would have proved disastrous. Landing the previous day in a 40-mile gale, and unable to see the ground, the windmill, which almost proved to be the undoing of some of the pilots, gave them the wind direction, and all of them circling to the left from habit prevented collisions.

Installation of a new motor in the plane which Lieut. Elliott was forced to land in the mountains, 55 miles east of Fort Benton, Montana, was completed. This particular job would make a good story by itself. The Ford Transport, piloted by Lieut. Shanahan, which ferried the motor to the stranded ship, carried Lieut. Elliott as passenger. The change of motor effected, both planes took off from a rather precarious spot in the mountains and reached Great Falls at nightfall.

January 26th. The nine pilots held up near Beach, N.D., succeeded in warming up their motors and took off at noon for Bismarck, N.D. Half an hour later, when over Richardton, N.D., they encountered a snowstorm, necessitating their turning back and circling. They reached Bismarck at 1:20 p.m., serviced their planes, lunched and then took off again, seven of them reaching Fargo at 4:55 p.m., and Lieuts. Rogers and Elliott roaring in five minutes later.

The six Pursuit planes, led by Lieut. Crawford, who took off from Bismarck soon after Major Royce's contingent arrived, reached Fargo, N.D., at 4:30 p.m.

Lieuts. French and Lowry, piloting the Douglas Transport equipped with wheels, arrived at 4:55 p.m. Leaving Sydney, Montana, in the morning, they passed over the Group near Beach, N.D., and were about to make a landing when they were waved on. It was fortunate that the pilot's attention was attracted just before he was preparing to land with his wheels in the snow-drifted field. It looked like a good landing field from the air.

Lieut. Rogers, released from the hospital at Great Falls, joined Lieut. Elliott in the take-off at daybreak for Miles City, Bismarck and Fargo. The Ford Transport also left Great Falls at daybreak and reached Miles City just as Lieuts. Rogers and Elliott were leaving for their next stop.

Lieut. Duke, piloting the Radio C-9 Transport, arrived at Minneapolis with engine in poor condition.

January 27th: Taking off from Fargo at 10:30 a.m., the First Pursuit Group reached Minneapolis, Minn., at 12:30 p.m., completing another leg of the Arctic Patrol Flight.

The Ford Transport from Bismarck reached Fargo just as the Group was preparing to take off for Minneapolis and joined the flight. Including the disabled radio plane at Minneapolis, which awaited the arrival of the Group, all but two of the planes which started from Selfridge Field on the long flight were together again in Minneapolis (17 Pursuit planes, two Ford tri-motor Transports and the Douglas Transport). The Observation O2-K, piloted by Lieut. Whitehead, returned to Dayton, Ohio.

The flight from Fargo was almost blocked by a snowstorm shortly after the take-off. The Group climbed over this storm, circled until a hole was found in the clouds, and diving through this hole they soon flew out of the storm area and had clear weather into Minneapolis save for occasional snow flurries.

January 28th: Completing all the necessary repairs, the twenty ships - 17 Pursuit, 3 Transports - left Minneapolis shortly after noon and, favored by clear and cold weather, landed by 2:45 p.m. on the excellent airport at Wausau, Wisconsin, which was covered with deep snow. Utilizing the now famous plumbers' fire pots, no difficulty was experienced in starting the motors, and the planes took off on scheduled time.

January 29th: The Pursuiters arrived home (Selfridge Field) shortly before dark. Fifteen planes in tightly packed formation saluted the home field by passing in review down the hangar line.

The Group left Wausau, Wisconsin, at 9:20 a.m., after starting the motors promptly with the aid of the fire pots. A landing was made at Escanaba, Mich., where the planes were serviced and the pilots lunched. The landing was made on an ice-covered lake which had a mantle of deep snow over it. A three-hours' flight brought the pilots to Selfridge Field.

Soon after leaving Escanaba, Mich., Lieut. Sillin was forced down at Cooks,

Michigan, due to a broken connecting rod. Lieut. Elliott landed beside him to render whatever assistance he could and took off later and reached Selfridge Field at six o'clock.

Lieut. Shanahan, piloting the Ford Transport, arrived at 6:20 p.m., after darkness had settled over the field. Clear and cold weather was encountered during the day's flight.

January 30th: Lieut. Duke, piloting the Radio Transport, and Lieuts. French and Lowry, in the Douglas C-1 Transport, were delayed at Bay City, Mich., and arrived at Selfridge Field at noon.

February 2nd: His airplane repaired, Lieut. Sillin took off from Cooks, Michigan, and arrived at Selfridge Field at 5:15 p.m.

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NEW OFFICERS FOR THE AIR CORPS

As a result of the examination held October 7th to 12th, 54 Air Corps Reserve Officers qualified and were appointed second lieutenants in the Air Corps, Regular Army. These new appointees are listed below. The majority of them were, at the time of their examination, on extended active duty at Air Corps fields. Save in the case of Lieut. William A. Schulgen, the station assignment of these officers was not changed under their new status. Three officers were not on active duty status at the time of their appointment, viz: Lieuts. Olsen, Rawlins and Wright.

The new Air Corps Regulars are listed below, as follows:

Name	Home Address	Station Assignment
Anderson, Edward Lapsley	Glendale, Ohio	Selfridge Field, Mich.
Anderson, Edward Wharton	Long Beach, Calif.	Rockwell Field, Calif.
Auton, Jesse	Demossville, Ky.	Selfridge Field, Mich.
Baxter, Donald Harvey	Lafayette, Indiana	Mitchel Field, N.Y.
Baylor, Joseph Wiley	Bluefield, West Va.	Mitchel Field, N. Y.
Beatie, Alfred Lot	Oregon City, Oregon	Fort Crockett, Texas.
Brownfield, Leon Ray	Fort Riley, Kansas	Marshall Field, Kansas.
Burns, Robert Whitney	Eau Claire, Wisconsin	Selfridge Field, Mich.
Chappelett, Cyril	Los Angeles, Calif.	Rockwell Field, Calif.
Cork, Robert Oswald	Detroit, Mich.	Mitchel Field, N.Y.
Covington, John Coleman	Richmond, Kentucky	Mitchel Field, N.Y.
Crosher, Kenneth Ross	Pasadena, Calif.	Fort Crockett, Texas.
Dolan, William Charles	Superior, Wisconsin	Msrahall Field, Kansas.
Egan, John Waldron	New York City	Mitchel Field, N. Y.
Farman, Ivan Lonsdale	Oakland, Calif.	Rockwell Field, Calif.
Gerhart, John Koehler	Chicago, Ill.	Mitchel Field, N.Y.
Goetz, Robert William	St. Paul, Minn.	Rockwell Field, Calif.
Griswold, Francis Hopkinson	Erie, Penna.	Selfridge Field, Mich.
Hegy, Clarence Frank	Hartford, Wis.	Selfridge Field, Mich.
Howze, Harry Whitfield	Texarkana, Ark.	Fort Crockett, Texas.
Jenkins, Daniel Webster	Floydada, Texas.	Fort Crockett, Texas.
Judd, Maurice Warren	Rising City, Neb.	Rockwell Field, Calif.
Kennedy, William Leroy	Beaumont, Texas.	Fort Sam Houston, Texas.
LeMay, Curtis Emerson	Columbus, Ohio.	Selfridge Field, Mich.
MacArthur, Earle Thomas, Jr.	Boulder, Colorado.	Fort Crockett, Texas.
Mace, Harold Loring	Lake Helen, Florida.	Maxwell Field, Alabama.
Macrum, Robert Shuter	Germantown, Pa.	Mitchel Field, N.Y.
Massie, Louis Ellis	Summerville, Mo.	Marshall Field, Kansas.
McLellan, George Brinton	West Palm Beach, Fla.	Selfridge Field, Mich.
Meisenholder, Philo George	Vermilion, S.D.	Fort Crockett, Texas.
Mills, William Courtney	Mooresville, N.C.	Fort Crockett, Texas.
Morgan, William Richard	Hinton, Oklahoma.	Selfridge Field, Mich.
Morse, Winslow Carroll	Los Angeles, Calif.	Rockwell Field, Calif.
Munroe, Charles L., Jr.	Ben Avon, Pa.	Mitchel Field, N.Y.
Nelson, Sidney John	Madison, Wis.	Selfridge Field, Mich.
Newberry, James Presnall	San Antonio, Texas.	Fort Sam Houston, Texas.
Olsen, Norman Bert	Chicago, Ill.	Selfridge Field, Mich.

Name	Home Address	Station Assignment
Patteson, Elder	San Diego, Calif.	Rockwell Field, Calif.
Prince, William Marshall	Laurinburg, N.C.	Fort Crockett, Texas.
Pugh, Charles Francis	Chevy Chase, Md.	Mitchel Field, N.Y.
Rawlins, Louis Murray, Jr.	Baltimore, Md.	Langley Field, Va.
Redetzke, Samuel Oswald	Wausau, Wisconsin	Fort Sam Houston, Texas.
Ross, Stoyte Ogleby	Jacksonville, Fla.	Maxwell Field, Ala.
Ryan, John Paul	Baltimore, Md.	Langley Field, Va.
Ryan, Llewellyn Owen	Elk Point, South Dakota	Selfridge Field, Mich.
Schulgen, William Alexander	Traverse City, Mich.	Selfridge Field, Mich.
Shepherd, Albert Wynne	Columbus, Georgia	Maxwell Field, Ala.
Tellman, Herbert Henry	New Salem, N.D.	Selfridge Field, Mich.
Van Auken, Hanlon H.	Albion, Michigan	Selfridge Field, Mich.
Vaupre, Louis Adolph	Kalamazoo, Mich.	Selfridge Field, Mich.
West, Casper Perrin	Greenville, S.C.	Langley Field, Va.
White, Daniel Beckett	Fort Sam Houston, Tex.	Fort Crockett, Texas.
Wright, Roy Thomas	St. Louis, Mo.	Marshall Field, Kansas.
Wright, Stuart Phillips	Dallas, Texas.	Selfridge Field, Mich.

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A CATHEDRAL OF THE AIR

A non-sectarian chapel, to be known by the above title, is to be erected by the American Legion and the American Legion Auxiliary Department of New Jersey, as a tribute to self sacrifice and devoted service.

The chapel will be of modified Gothic design. The architect, Paul Phillippe Cret, of Philadelphia, is a veteran of four years' service in the French Army during the World War. The structure is to be erected near Lakehurst, N.J., the home of the ill fated U.S.S. SHENANDOAH when she sailed to write her tragic chapter in the history of man's conquest of the air.

The Honorable Morgan F. Larson, Governor of New Jersey, is Chairman of the Citizens Committee.

The American Legion Memorial Chapel Association of 1706 Packard Building, Philadelphia, Pa., will be pleased to answer queries concerning this movement.

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CAPTAIN STEVENS DESIGNATED FOR MACKAY TROPHY

Upon the recommendation of a Board of Air Corps officers, Captain Albert W. Stevens, Air Corps, has been designated by the War Department to receive the Mackay Trophy.

The Trophy is competed for annually by officers of the United States Army under rules made each year by the War Department. In the absence of such contest, the Trophy may be awarded to the officer or officers who have made the most meritorious flight of the year. As no competition for the Trophy was provided for in 1929, the Board recommended the award on the basis of the most meritorious flight.

"Any one of the three major flights of Captain Stevens was very meritorious," said the President of the Board, Brigadier General William E. Gillmore, Chief of the Training and Operations Division of the Air Corps. "The Board is of the opinion that the flights of Captain Stevens during 1929 should be considered in the light of a combined achievement, with a material contribution to the Air Corps in particular and to aviation in general."

Captain Stevens has long made a study of high altitude flying and aerial photography, including their combination into high altitude and long range photography.

On February 27, 1929, with Lieut. Harry Johnson, as pilot, Captain Stevens ascended to an altitude of 35,611 feet, a record at that time for a biplace airplane. Freed of the responsibility of having to pilot the plane, Captain Stevens was thereby enabled to make complete and accurate notes of the engineering and meteorological features of the flight, his data proving of great value to the Engineering Division of the Air Corps.

On March 3, 1929, Captain Stevens, in a standard observation plane piloted by Lieut. John D. Corkille, made night photographs of the Capitol and the White House at Washington, D.C. Undaunted by several mishaps earlier in the evening, the pair of flyers kept at their work until at 10:45 p.m. with successful results. The negatives were dropped immediately after exposure, picked up by

Air Corps officers and telephotoed to all parts of the country.

The climax of his activities came when on a 14,000-mile aerial photographic tour of the Northwest he made a photograph of Mt. Rainier from a distance of 227 miles. Piloted again by Lieut. Corkille, the Army's export photographer spent the summer in taking some of the most beautiful scenic photographs ever made. Taking off on August 13th, from Eugene, Oregon, and flying over a point well south in Oregon, Capt. Stevens was unable to see with his own eyes many of the mountain ranges and peaks he hoped to include in his next photograph. Consulting his compass and pointing his camera in the direction of Mt. Rainier, he made the exposure. The result was remarkable. In the 227-mile picture, the Three Sisters Mountains are shown in the foreground, 15 miles away, while successively in the distance are Mt. Washington, Three Fingered Jack, Mt.Jefferson, Mt. Hood, Mt. St. Helens and Mt. Rainier.

In the picture, Mt. Rainier, although in reality higher, appears lower than the other mountains in the foreground, due partly to the curvature of the earth's surface. In addition to the photographic data gained on these long distance pictures, it is thought they may yield important measurements relating to the curvature of light rays around the surface of the earth.

The military possibilities of being able to photograph points so far behind the enemy's lines are apparent. "Captain Stevens by dint of hard work and continued effort has made himself an authority on high altitude conditions and aerial photography," said Major-General James E. Fechet, in reviewing the decision of the Trophy Board. "It is typical of him that last summer, in attempting to shield an intricate aerial camera from a fall, he took a bad fall himself and broke his arm rather than allow one of his cameras to suffer harm. His hard work and devotion to duty are a byword in the Air Corps. He has certainly made valuable contributions to science as the result of his 1929 flights."

The Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, approved the decision of the Board and stated that he concurred most readily in their choice.

Captain Stevens is stationed at Wright Field, near Dayton, Ohio, where he is Chief of the Aerial Photographic Unit of the Materiel Division. He was born in Maine, March 13, 1886, where he received the degrees of B.S. and M.S. at the University of Maine. His home is at Grimes Pass, Boise County, Idaho.

The Mackay Trophy was presented to the Aero Club of America by Mr. Clarence H. Mackay in 1912. The Aero Club of America's successor is the present National Aeronautic Association, which acts as custodian of the Trophy for the War Department. The Trophy was first awarded in 1912 to Lieut. H.H. Arnold, now a Major in the Air Corps. It was last awarded to Lieut. Harry A. Sutton, Air Corps, for his flight spin tests conducted during 1928.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Major John B. Brooks, General Staff, relieved Feb. 23d, and to sail from New York City about May 7, 1930, for duty in Philippines.

Following officers, on duty at stations indicated, to duty in the Philippines, sailing from New York City about May 7, 1930:

Captain Oliver S. Ferson, Chanute Field, Ill.; 1st Lieut. Bushrod Hoppin, Bolling Field, D.C.; 2nd Lieut. Willard R. Wolfinbarger, Langley Field, Va.

Upon completion tour of duty in Hawaiian Department, Captain Harry C. Drayton to proceed to Chanute Field, Rantoul, Ill., for duty.

Upon completion of tour of duty in Philippine Department, following-named officers to proceed to stations indicated: Captain Charles A. Pursley to Chanute Field, Ill.; 1st Lieut. Thomas H. Chapman to San Antonio Air Depot, Duncan Field, Texas; 1st Lieut. Howard G. Davidson to 1st Balloon Company, Fort Sill, Oklahoma; 1st Lieut. Winfield S. Hamlin with Air Corps troops, Fort Sill, Okla.; 1st Lieut. Bayard Johnson to Wright Field, Dayton, Ohio; 1st Lieut. Oakley G. Kelly to Air Corps Training Center, Duncan Field, Texas; 1st Lieut. Augustine F. Shea to Bolling Field, D.C.; 2nd Lieut. Clarence S. Irvine to March Field, Riverside, Calif.

1st Lieut. Richard K. Lebrou to Rockwell Field, Calif., upon completion tour of duty in Panama Canal Department.

1st Lieut. Lester M. Rouch to Primary Flying School, March Field, Calif., upon completion tour of duty in Philippines.

2nd Lieut. F. Edgar Cheatle, Brooks Field, to Hawaiian Department, sailing

from San Francisco about May 1, 1930.

Colonel Charles H. Danforth, Selfridge Field, to Washington, D.C., for duty in Office of the Chief of Staff.

Lieut.-Col. Roy C. Kirtland from duty as a member of the War Department General Staff and to Chanute Field, Ill., for duty as Commanding Officer.

1st Lieut. Arthur G. Hamilton, Selfridge Field, Mich. to Chanute Field.

Captain Grandison Gardner appointed as Assistant Commandant, Air Corps Engineering School, Wright Field, vice Capt. Edgar P. Soreneon, to be relieved about May 1, 1930.

1st Lieut. Robert H. Finley, Chanute Field, to Hawaiian Department, sailing from New York City about May 28, 1930.

2nd Lieut. Arthur J. Lehman, Brooks Field, to Panama Canal Department, sailing from New York City about June 12, 1930.

1st Lieut. Isaiah Davies, Richards Field, Mo., to Langley Field, Va., reporting to Commandant of Tactical School for duty not later than Sept. 1, 1930.

Capt. Wm. B. Wright, Jr., Rockwell Field, Calif., to Richards Field, Mo., July 1, 1930, for duty with Organized Reserves, 7th Corps Area.

Upon completion of tour of duty in Philippines, 2nd Lt. George L. Murray to March Field, Calif. Previous orders in his case revoked.

1st Lieut. Robert W. Douglass, Jr., from Brooks Field to Air Corps Training Center, Duncan Field, Texas.

1st Lieut. Eugene C. Batten, Rockwell Field, Calif., to Walter Reed General Hospital, Washington, for observation and treatment.

1st Lieut. Russell L. Williamson, upon completion of tour of duty in Hawaiian Department, to Wright Field, Dayton, Ohio.

Upon completion of present courses of instruction at Air Corps Technical School, Chanute Field, Ill., following-named officers to proceed to stations indicated for duty: 1st Lieut. Aubrey M. Ballard to Selfridge Field, Mich.; 1st Lt. John M. McCulloch, 2nd Lt. Lindsay M. Bawsel to Mitchel Field, N.Y.; 1st Lt. Henry H. Reily, 2nd Lts. Roland O.S. Akre and James G. Pratt to Langley Field, Va.; 2nd Lts. Joseph H. Atkinson, Leo W. Desrosiers, Herbert C. Lichtenberger to Air Corps Training Center, Duncan Field, Texas; 2nd Lt. Ford L. Fair to Fort Crockett, Texas; 1st Lt. James W. Spry, 2nd Lts. James S. Stowell, Robert L. Schoenlein and George H. Sparhawk to Air Corps Technical School, Chanute Field, Ill.; 2nd Lt. Narcisse L. Cote to Maxwell Field, Alabama; 2nd Lt. Claire Stroh to Air Corps troops, Fort Sill, Okla.

Promotions: Major Frank M. Andrews to Lieut.-Col., rank January 13, 1930.
Major Oscar Westover to Lieut.-Colonel, rank January 13, 1930.
1st Lieut. Theodore J. Koenig to Captain, rank from Sept. 4, 1929.
1st Lieut. Grandison Gardner to Captain, rank from Sept. 19, 1929.
1st Lieut. Alvan C. Kincaid to Captain, rank from Sept. 19, 1929.
1st Lieut. Omer O. Niergarth to Captain, rank from October 2, 1929.
1st Lieut. Roderick N. Ott to Captain, rank from November 4, 1929.
2nd Lieut. Leonard H. Rodieck to 1st Lieut., rank from September 14, 1929.
2nd Lieut. John L. Hitchings to 1st Lieut., rank from September 16, 1929.
2nd Lieut. George H. Steel to 1st Lieut., rank from September 19, 1929.
2nd Lieut. Edward H. White to 1st Lieut., rank from October 5, 1929.
2nd Lieut. William O. Eareckson to 1st Lieut., rank from October 19, 1929.
2nd Lieut. Richard W. Gibson to 1st Lieut., rank from October 25, 1929.
2nd Lieut. Ralph E. Fisher to 1st Lieut., rank from November 27, 1929.
2nd Lieut. John R. Hawkins to 1st Lieut. rank from November 16, 1929.

Relieved from duty in Air Corps: 2nd Lieuts. Edward B. Hempstead to the Philippines; Ward T. Abbott to Engineers, Fort Sam Houston, Texas; Harrison W. Davison to 2nd Cavalry, Fort Riley, Kansas; John L. Hornor to Q.M. Corps, 2nd Division, Fort Sam Houston, Texas; 2nd Lieut. Wayland H. Parr, Coast Artillery, to Hawaiian Department; Bruce D. Rindlaub, Engineers, to Fort Logan, Colorado; Philip W. Merrill to 2nd Infantry, Fort Brady, Mich.

Transferred to the Air Corps: 2nd Lieut. Frank F. Everest, Jr., Field Artillery, Nov. 21, 1929, rank from June 9, 1928.

2nd Lieut. James F. Olive, Jr., Infantry, Nov. 21, 1929, with rank from June 9, 1929.

Langley Field, Va., January 21st.

You'd just about think everybody is dead down here. We received news items from only two sources, but according to a recent check by your correspondent we have all of eight (or maybe its ten - one or two may have been hiding) organizations on the post which must have had something of interest happen even if it was done quietly. However, one or two little things are known. For instance, Corley got married! Yes, Corley McDarment! You know him - all nicely married and settled down. He married Miss Miner Tomlinson of Newport News, Va., on January 4th. They have just returned from New York and are occupying quarters on the field. Our best wishes for their every happiness.

Langley Field is to have a band, a real honest to goodness band all its own. We all sort of perked up a little when we heard that. It should arrive about the latter part of this month, and will be assigned to the Second Bombardment Group. Won't the old Group be some pumpkins with a band!

And then we're going to have talkies! Yes, Sir; right here on the post! The equipment is being installed now and there is hope that they will be in full blast (and how) by the middle of February. No fooling, this is getting to be a regular post!

For the third successive year the Cheney Award Board selected one of the personnel of this field to receive the Cheney Award, the personnel thus honored being -

Master Sergeant Harry Chapman ----------1927
1st Lieut. (then 2nd Lt.) Uzal G. Ent --1928
2nd Lieut. W. A. Matheny ----------1929

The notice of the selection of Lieut. Matheny to receive this Award reads- "For heroic conduct on August 30, 1929, near Managua, Nicaragua, in attempting to rescue 1st Lieut. Dwight Canfield, A.C., from burning."

The entire personnel of the field tenders to Lieut. Matheny their heartiest congratulations for having qualified to receive this honor.

96th Bombardment Squadron: B-2, A.C. No. 29-36, arrived from Buffalo, New York, January 6th, making a total of nine Condors in this organization at the present time. Lieut. Adams, Group Operations Officer, departed for Buffalo, N.Y., on the 8th to ferry back B-2 No. 29-37. Sergeant Mendel accompanied him as crew chief.

Several formations have been flown during the past week. The Condors piled up 22 hours, 40 minutes on the 9th, in addition to several hours of night flying. To break the monotony they all took off one afternoon a short time ago and did a beautiful job of formation flying in a heavy rain with a ceiling of 500 feet.

The building between the hangars has been completed and is now occupied by the Armament, Radio and Air Corps supply sub-stock room. The temporary quarters occupied by these sections have been removed from the hangar.

Master Sergeant Salansky returned on the 17th from ninety days' furlough. The Sergeant will retire during the latter part of February.

The Squadron basketball team, under the able supervision and excellent coaching of Lieut. Power, won its second game of the season in a spectacular contest with the formidable Group Headquarters quintet. Excellent guarding on the part of McKinney and the team's splendid cooperation was largely responsible for this. With the dark horse plays developed in the last few days and the team's natural aggressiveness, the acquisition of the cup is no longer a nebulous supposition but rather a strong probability.

19th Airship Company: Rain and high winds hampered the flying activities of this organization during the past week, and consequently only four flights were made. Two reconnaissance flights and one radio and compass test flight were flown on the 10th in the TC-6, and a test flight in the TE-2, which has just been repaired, was made on the 15th, Lieut. Ent conducting the test.

The 19th basketball squad finished the first half of the season with a 500 average, winning three and losing the same number. However, they feel that they have had some bad breaks, including a late start and a few crippled players. With these handicaps overcome they expect to finish well up among the leaders.

Bolling Field, D.C., January 16th.

Four planes of the Connecticut National Guard stayed at Bolling the night of January 10th and left early the next morning for Miami. The flight was

under the command of Major Johnson, Connecticut National Guard.

Lieut. Phillips Melville, Air Corps, recently appointed Assistant Military Attache for Air to Cuba, was at Bolling Field on January 2nd on his way to Havana. He was flying a Vought Corsair.

The Curtiss "Tanager", which recently won the Guggenheim $100,000 Safety Prize, was at Bolling Field on January 10th and 11th, where it was tested by several Air Corps officers.

Lieut. Gaines, Air Corps test pilot at the Curtiss plant in New York, was at Bolling for several days. He was ferrying a Sikorsky Amphibian to Wright Field. Several of the officers at the field took advantage of the opportunity to test this plane.

Lieut. Merrick led a flight of four P-1's over Arlington Cemetery on January 2nd during the funeral of the late Lieut. Langhorne W. Motley, Air Corps. Other members of the flight were Captain Baker, Lieuts. Hicks and Stranathan.

With good weather, the new addition to the Operations Office should soon be completed.

Marshall Field, Fort Riley, Kansas, January 13th.

One day last month Lieut. M.C. Robinson took off into the wind, at the proper time with altitude adjustment closed; smoothly flew training mission about the post without coming nearer than ten feet from any Cavalryman's head; did not barrel roll or loop the "H"; came in without endangering other ships, making a three point landing; taxied up to the line, ran the gas out and cut both switches. In the afternoon he took a cross-country and returned before dark....one day.

The holiday season's fair weather now rebounds with blasts of fury from Billy Hells coldest side. Zero weather is here, as is always the case when pilots of the squadron have ships to ferry to Fairfield. God bless Lieut. Pirtle; God bless Lieut. Wright, who are on their way from Dayton with an "H".

"None but the brave deserve the air," chirps Lieut. C.P. Gilger, as he takes off in a PT-1 for Scott Field with the thermometer at two above. He would gain the title of the Maskless Marvel of Meteorology, but when he returned to Fort Riley his face turned white, then black, then partly fell off. "Ho hum, what price glory! Guess I'll wear a face mask." P.O. might venture his face looks better now.

Like every place else, it was foggy for two weeks in December at Marshall Field.

Lieut. Ralph O. Brownfield announces he desires no more x-country over one nite duration. Really it is impossible to keep an American Air Corps home successfully an intact on a longer absence.

During Christmas week, Lieut. and Mrs. Dolan visited their paternal domicile in San Antonio - "Land of perpetual sunshine." Laff, clown, laff! Despite the heavy snow, they had an enjoyable visit.

Jack Frost Hix, versatile man of many accomplishments, local dramatic hit, cabinet maker, bronze metal worker and supply officer, is a dog fancier and trainer as well. The place will soon be overrun with police puppies. Hix's big problem is keeping fleas off Master. P.O. advises he pour some "jumping powder" on dog's back and then sprinkle with sand,- fleas get drunk and throw rocks at one another.

P.O.'s room mates all buying diamond rings, ruining spirits of organization. Getting so tight they won't even rinse out the shaving brush any more.

The Lieutenants Pirtle, Donal and the two Brownfields all seem pleased and happy with wedded life... Did ja ever hear about that aviator who was so pleased with his wedding he could hardly wait for the next?

Lieut. Carl N. Olson, Air Corps Reserve, from Galesburg, Ill., requested another year's active duty. Hope he gets it. Olie is a big influence for good on the morale of the younger pilots.

I ask you which is worse - freezing your face in the air during these days or going to squadron school? But would you dare tell any instructor that his voice was monotonous? Not I; why classes are just like a dream to me. Have to go to sleep to appreciate 'em.

Lieut. and Mrs. Charles T. Skow entertained several members of the Air Corps with a buffet dinner.

Captain and Mrs. Ross F. Cole entertained the officers and ladies of the Squadron with a dinner.

Major and Mrs. Robert E.M. Goolrick entertained the officers and ladies of the squadron with a tea on New Year's Day.

Lieut. and Mrs. Lloyd Barnett entertained several members of the Squadron and Cavalry School with a dinner on New Year's eve.

The Squadron bowling team won the enlisted men's tournament of the post. The team consists of Master Sergeant Arnold Ruef (Captain), Sergeant Opal Henderson, Privates, 1st Class, Joseph J. Eberling, Joseph Colosi, Oldson and Hayden. Those boys surely know their pins.

The officers' team did not hurl such a mean ball in their first go-round with the officers of the 2nd Cavalry on January 6th. Lieut. Barnett just can't whip his amateur material into shape.

The General ordered that such personnel stay on the post during the holidays as was necessary to take care of the horses. Out of sympathy the Air Corps remained on duty too, even tho we have only a few horses at Marshall Field now.

Rockwell Field, Coronado, Calif., January 16th.

Major Carl Spatz, Group Commander, is the high ranking squash player among the Rockwell Field officers at the conclusion of the round-robin tournament which lasted four months. Other leaders are Lieuts. D.D. Graves, J.E. Mallory and E.C. Batten.

Bound for the annual Engineering-Supply Conference at Wright Field, Dayton, Ohio, Major A.L. Sneed, Commanding Officer of the Rockwell Air Depot; Lieut. R. Baez, Jr., Chief Engineer Officer; Lieut. C.P. Kane, Depot Supply Officer, and Lieut. E.M. Robbins, Station Supply Officer, left Rockwell Field via rail on January 9th.

Planning to compete in another round-robin squash tournament, scheduled to last several weeks, sixty officers have been divided into four teams for the play, with Major Spatz, Lieuts. Graves, Mallory and Batten as captains.

The 11th Bombardment Squadron was awarded a team trophy emblematic of the Rockwell Field indoor baseball championship. The 95th Pursuit Squadron and Hqrs. 7th Bombardment Group ran the winners a close race.

Colonel H.J. Brees, Corps Area Inspector, 9th Corps Area, arrived at Rockwell Field January 13th to make the annual inspection and survey of the field and the Air Depot.

Captain Orlo H. Quinn, formerly of March Field, stopped at Rockwell Field for a day or two enroute to his new station at San Antonio, Texas.

Captain M.A. McFadden, Constructing Quartermaster at Rockwell Field, was relieved from further duty at this station and assigned to Maxwell Field, Montgomery, Ala., sailing from San Francisco February 1st.

Wright Field, Dayton, Ohio, January 16th.

Mr. John J. Ide, foreign representative of the National Advisory Committee for Aeronautics, stationed at Paris, France, lectured at the Materiel Division in December on European Progress in Aeronautics. Several days were spent here by Mr. Ide in consultation with the various engineers on aircraft development at the field.

Lieut. Ennis C. Whitehead with Captain A.H. Thiessen, in charge of meteorological work, made a flight from Wright Field to Pittsburgh and Middletown, Pa., for the purpose of inspecting and advising upon proposed new meteorological stations to be situated over the mountains.

Captain Willis Hale and Lieut. C.E. Archer were visitors at the Materiel Division during December, having flown in for consultation on engineering matters.

Brigadier-General B.D. Foulois, Chief of the Materiel Division, Majors H.H. Arnold, C.W. Howard and O.P. Echols attended a meeting of the Aircraft Procurement Board in Washington the latter part of December.

Major J.E. Fickel was welcomed back to his desk December 28th after a two weeks' absence due to an attack of influenza. The Major has completely recovered.

Major H. H. Arnold made an extended flight through the west the last of the year for the inspection of various air depots.

Lieut. George W. Goddard, formerly connected with the Aerial Photographic Unit of the Division, spent several days here during the holidays on detached service.

Major E.L. Hoffman left December 31st for Brooks Field to confer with officers upon parachutes in use there.

Among the Wright Field force who attended the Army-Navy Conference for the

standardization of aircraft parts were Lieut. F.O. Carroll, J.A. Roche, R.L. Schumaker, Park M. Sutton, J.D. Johnson, A.F. Senart, Guy R. Marlay.

Captain George S. Warren, formerly of Scott Field, arrived at Wright Field in December for duty and was assigned to the Industrial War Plans Section.

Lieut. James G. Taylor reported for duty on December 9th and was assigned to the Airplane Branch. Lieut. Taylor's former station was Marshall Field, Kans.

Lieut. Ennis C. Whitehead left on January 6th for Selfridge Field to accompany the First Pursuit Group as officer in charge of supply and engineering matters on their winter maneuvers. He flew an O2-H airplane.

Lieut. W.W. White left for Garden City, Long Island, N.Y., January 3rd to consult with the Curtiss Company concerning a new pursuit plane being constructed for the Air Corps.

Captain J.Y. York, Jr., left for Washington January 10th to attend the War Department Commodity Meeting on the rubber supply.

Captain Richard Coupland, of the Ordnance Department, formerly stationed at the Materiel Division, was a recent visitor here. He brought with him Major J.L. Hatcher of the Ordnance Department who is to be stationed here for duty with the Armament Branch.

Luke Field, T.H., January 13th.

A training flight from this station took off at 8:30 a.m., December 9th, for the Island of Hawaii. This flight carried the largest personnel of any inter-island mission during 1929. Captain Raymond E. O'Neill, flight commander, was accompanied by the following pilots: Lieuts. Carl W. Pyle, L.P. Holcomb and Edgar T. Noyes, flying three LD-5's; Captain Calvin E. Giffin, Lieuts. Thomas L. Gilbert and Richard H. Dean, piloting three amphibian planes; Captain George P. Johnson, Lieuts. Angier H. Foster and Fred S. Stocks, piloting three Martin Bombers. Major Daehr, an artillery officer; Lieut. Kuhn, Q.M.C., and Lieut. Thompson, C.A.C., were passengers.

The Trans-Pacific Fokker left for Hilo the next day on an inspection trip of the Department Air Officer. Including the nine planes from Luke Field and the Fokker from Wheeler Field, the entire personnel totaled 40.

Major Maxwell Kirby, Captain Frank H. Pritchard and Lieut. Thomas M. Lowe, flying three amphibian planes and accompanied by Lieut. R.R. Gillespie, Sergeant Yoncónish and Sergeant Stolte, left Luke Field Dec. 18th for the Island of Kauai, returning two days later.

The USAT CAMBRAI and the SS EMPRESS OF CANADA were greeted with Aloha flights as they entered Honolulu harbor during December.

Luke Field and Wheeler Field are expecting an increase in officers during January when the USAT SOMME and CHATEAU THIERRY arrive.

The Luke Field Chandelle met at the Young Hotel during the month of December at which time the Wooden Trophy described in the last issue of the News Letter was presented to the six pilots who landed amphibian planes on this field with the wheels up. Each pilot has an individual handle placed upon this trophy. Lieut. R.R. Brown officiated as master of ceremonies and those present had a very enjoyable evening.

Lieut. George V. McPike was granted leave of absence for 30 days, leaving for the mainland on the January transport.

Lieut. Mark D.S. Steenson left for Schofield Barracks to take the course for cooks and bakers.

Lieut. Carl W. Pyle has been endorsed for the post of Department of Commerce Inspector of Aeronautics for the Territory of Hawaii.

Lieut. James F.J. Early returned to Luke Field for duty, having finished the course for cooks and bakers at Schofield Barracks.

Luke Field and Wheeler Field will receive over 175 recruits during the month of January.

Lieut. Roland Kieburtz, who is in command of the recruit detachment, is preparing to instill into these men the true character of a soldier and fit them for further duty in the Air Corps.

The above number of recruits is the largest consignment of men ever received in the Hawaiian Department for the Air Corps.

Luke Field enjoyed a wonderful season in sports, bringing to the attention of the whole Hawaiian Department that the Air Corps has athletes as well as pilots.

Our natators captured the triangular swimming meet held in the Army and Navy "Y" on the afternoon of December 11th. The Luke Field team won 35 points, closely followed by Fort De Russy with 34. The Fort Kamehameha aggregation

took the remaining 10 points as their share and finished in third place.

Sergeant Morris Aubree, 72nd Bombardment Squadron, Luke Field, T.H., won the 5-mile marathon race around Diamond Head. This race is an annual event, and the best civilian and service men compete for the beautiful gold medal presented the winner each year. In addition to the medal, a large trophy is held with the names of the winners engraved thereon. This trophy is to go to the man who wins first place in the marathon for three years in succession. Sergeant Aubree is making room among his 60 medals and 9 trophies for this loving cup. His time on this tiresome grind was 28 minutes, 41-2/5 seconds. The official record is 27 minutes and 40 seconds.

The inter-squadron smokers held during the month were attended with keen interest, each boxing card seeming to upset the prearranged dope. In the final smoker between the squadrons which was held January 8th, the 23rd Bombardment Squadron came from the third position to first place. Asher, Koss and Krug won their engagements in a most exciting and thrilling way. Fetzko of the 4th Observation Squadron gave Koss a real fight, and four rounds had to be fought in order to decide the winner. Asher had little difficulty in beating his man. Moore, a 72nd fighter, let him have all he had, but retired without the bacon. Krug had a tough time in winning his fight over Criss, another 4th Squadron man, and this fight had to go four rounds in order that the three judges could give a winning decision.

Lieut. Dulligan will give the maulers a week's rest and then the Luke Field team will be picked to represent us in the Navy Sector season starting February 1st.

The results of the inter-squadron season are as follows:

23rd Bombardment Squadron - - - -	510 points
4th Observation Squadron - - - -	490 "
72nd Bombardment Squadron - - - -	450 "
65th Service Squadron - - - - - -	70 "
Staff Section - - - - - - - - - -	000 "

The much discussed and fought for Kuntz-Moses Trophy will go to the 4th Observation Squadron, which organization won the majority of points in Volley - ball, Swimming, Basketball and Boxing.

Spore of the 65th Service Squadron, present holder of the Lightweight Championship of the Hawaiian Department, is in perfect condition and is anxious to get his gloves on again to defend this coveted title for Luke Field.

San Antonio Air Depot, Duncan Field, Texas, January 27th.

Major H. H. Arnold, Chief of the Field Service Section, Materiel Division, returning from the West Coast to Wright Field in an O-32, stopped over for a visit and inspection here on Jan. 5th and 6th, resuming his journey on the 6th via Hat Box Field, Muskogee, Oklahoma.

An important item of news was inadvertently omitted from our last contribution: Lieut. and Mrs. Charles E. Thomas, Jr., of this Depot, are the proud parents of a bouncing baby boy, Robert William, who arrived December 27th.

On January 8th the Depot received a visit from Captain Juan de la Torre, Flight Surgeon, accompanied by Sergeant Campuzano, Cuban Army, who were interested in viewing the operation of our Engineering Shops.

Captain Christopher W. Ford, A.C. (DOL), on duty at Hqrs. First Corps Area, Boston, Mass., was a visitor here January 9th to obtain and ferry back to the Boston Airport a PT-3A airplane.

The annual Engineering and Supply Conference of the Materiel Division at Wright Field, Jan. 13th to 17th, was attended by the following officers of this Depot: Major A.W. Robins, Commanding Officer; Lieuts. E.V. Harbeck, Assistant Engineer Officer; C.E. Thomas, Jr., Depot and Station Supply Officer, and L.S. Webster, Asst. Depot Supply Officer, all of whom report most interesting and helpful sessions of the conference and an enjoyable visit.

The following airplanes and engines were overhauled and repaired in the Engineering Department of the Depot during December, 1929:

Airplanes: Overhaul - 10 A-3, 2 O2. 1 O2-C, 2 O2-H, 2 O2-K. 1 DH-4M-2P, 2 DH-4M-2&, 1 P1-D, 1 P1-F, 5 PT-3A, total 27. Miscellaneous Repair: 1 NBS-4, 1 O2, 1 O2-H, 1 PT-3A, total 4.

Engines: Major overhaul - 19 Curtiss D-12, 8 Wright J-5, total 27. Minor overhaul - 17 Liberty, 3 Wright J-6, total 20.

40th Division Aviation, California National Guard:

The 115th Observation Squadron, based at Griffith Park Airport, Los Angeles, Calif., is well launched in its training program for the coming year. Reconnaissance missions and aerial sketches are being made daily by the personnel of the Squadron, while the Sunday drill periods are being monopolized by the Operations Office in a solid schedule of photographic and radio missions. The enlisted personnel has been polishing up on the use of the pistol, and within a week or so are to go on the range. Deep muttering among the pilots indicated that shortly the local taxpayers are to be favored with dividends in the form of some hot formations of O-2's and O-17's.

Recently the Squadron had a small part in the hunt for three high school students, lost in the mountains on a hike to Mt. Wilson, north of Pasadena. One ship and pilot were on duty for two days, and although the hikers were not located from the air, they were found safe but suffering from exposure by a ground searching party.

The flying equipment, all in good shape and on the line, now consists of 2 PT-1's, 3 O-17's, 1 O-2C, 2 O-2H's and 1 O2-K.

We have recently had assigned to us a brand new Flight Surgeon - Captain Elmer E. Langley. Captain Langley was formerly with the Washington National Guard Aviation but couldn't resist the call of Southern California.

Effective January 18th, 1st Lieut. George Sherwood was promoted to the grade of Captain, A.C., California National Guard, vice Captain Harry Claiborne, transferred to the Reserve. Captain Sherwood is in command of the 115th Observation Squadron during the temporary absence of Major Jeffers, who is in the east on leave.

The following-named officers recently joined the Squadron:

2nd Lieut. Cyril Chappellet, graduated October, 1929, from the Brooks - Kelly course.

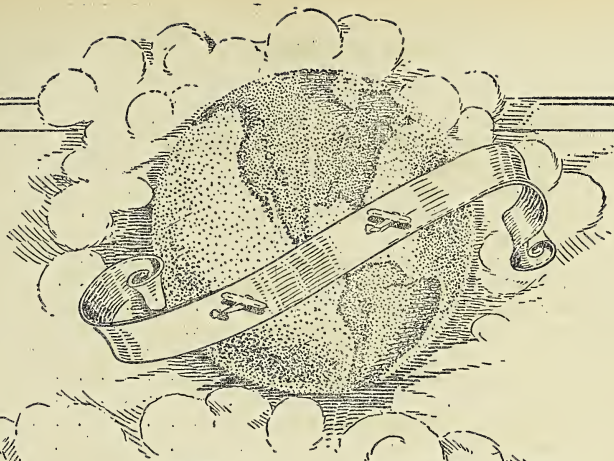
2nd Lieut. Clifford R. Gard, from 1st Lieut., Air Reserve.

2nd Lieut. Harry E. Gillmore, from March Field, Class of March, 1928.

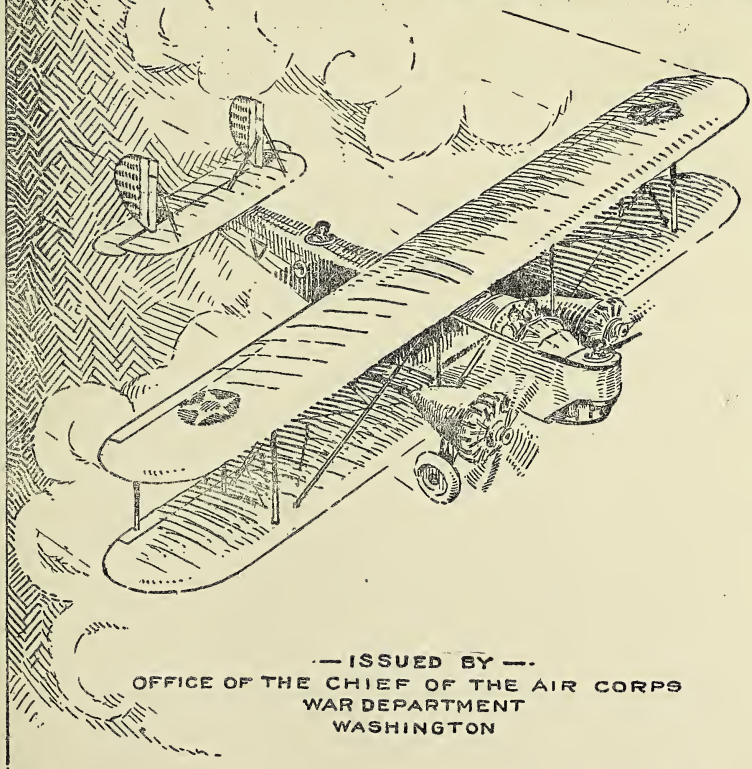
2nd Lieut. Walter C. Maxey, from Brooks Field, graduated 1925.

The official strength of the Squadron is now 16, including our medico.

Pardon our gloat, but a little undercover work has resulted in the attendance record of the Squadron going into the list of "Honor Companies" of the 40th Division. We have been working toward this result for some time, and esprit de corps did the work. We intend to keep up the record, and our attendance record will stay up with the cooperation shown thus far.



AIR CORPS NEWS LETTER



—ISSUED BY—
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

VOL. XIV MARCH 5, 1930 NO. 3

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VOL. XIV AIR CORPS NEWS NO. 3

Information Division, Air Corps — March 5, 1930 — Munitions Building, Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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NON-STOP MIAMI - PANAMA FLIGHT

Three officers and one noncommissioned officer of the Air Corps took off at 6:10 a.m., February 20th, on a non-stop flight from Miami, Florida, to Panama, and reached their destination at 5:35 p.m., thus covering the distance of 1200 miles in 11 hours and 25 minutes. The route followed was practically all over water and the greater part of it along one Meridian.

A number of flights have previously been made between the United States and Panama, but this is the first non-stop flight by the Air Corps along this route. The flight was in no sense intended as a stunt, but was made for the purpose of delivering a plane from the United States to France Field on the Canal Zone without effecting a landing on foreign soil; to eliminate steamship charges; to continue the training of a group of Air Corps pilots in long distance navigation and to test equipment under the hard service involved in a trip of this nature.

The senior officer on the flight was Major Jacob E. Fickel, at the present time Executive Officer of the Materiel Division at Wright Field, Dayton, Ohio, where the engineering activities of the Air Corps are carried on.

Stationed at the controls were two veterans of a number of thrilling flight experiences, Lieuts. Albert F. Hegenberger and Ennis C. Whitehead. Lieut. Hegenberger is considered one of the best aerial navigators in the Air Corps and was first brought to wide public attention by his participation in the non-stop California - Hawaii flight in the Spring of 1927, upon which he served as navigator, the pilot at that time being Lieut. Lester J. Maitland. Lieut. Whitehead was co-pilot with Major Herbert A. Dargue on the flight of amphibian airplanes around South America several years ago.

The 80th Meridian was followed southward during the flight. Observations on the sun and the utilization of compasses and radio communication served to guide the airmen on to their destination.

Radio communication, an important feature of the flight, was handled by Sergeant Wilson, who not long ago had under his charge the wireless communications during the course of the Mid-Winter Flight of the First Pursuit Group through the Northwest.

Having ferried this airplane to its destination, the airmen intend to ferry another Transport plane back to the United States where it will undergo an overhaul which is due it.

The Ford Transport in which the flight was made is powered with three Wright J-6 air-cooled radial motors of 300 horsepower each. It can fly with all safety on two of its motors should one prove balky. Certain slight changes were made in the airplane before the flight. The standard 300-gallon gasoline capacity of the Transport was increased by the installation of four 110-gallon tanks in the cabin, making a total fuel capacity of 740 gallons.

In the matter of navigating instruments there was installed in the plane a Sperry artificial horizon, in addition to the standard instrument equipped for blind flying. Three magnetic compasses were also installed as well as an earth inductor compass, and a drift-indicator for direction of drift. A bubble sextant was also one of the navigating instruments taken along for employment at regular intervals, as well as smoke bombs, handy to be dropped on the water from time to time to check with the drift indicator the wind direction and the amount of drift of the plane off the course due to side winds.

A short wave radio set of the type used by the Pan American Airways was relied upon to receive information from their stations, those of the United Fruit Company's Tropical Radio and the Government stations in the Panama Canal Zone. No radio beacon was available to the Army airmen on this flight, for this valuable navigation medium has not yet been constructed in the Canal Zone.

Captain A.H. Thoissen of the Signal Corps and Lieut. Russell J. Minty, of the Air Corps, both stationed at Wright Field, who made a cross-country flight to Florida, made a study of meteorological conditions prior to the take-off of the

transport. Of unusual interest is the emergency equipment which the transport plane carried, among which was a standard collapsible life raft equipped with pumps and emergency supplies, and a small 12-volt battery radio set for use in an emergency.

The successful outcome of the flight will no doubt bring to a nearer realization the dream of "Express Service to Panama." The Army Air Corps simply took a logical step in its efforts to take proper care of its outlying garrisons.

A telegram received from Major Fickel just prior to the take-off stated that at that time a light breeze was blowing East North East; that the ceiling was partly overcast, the visibility about ten miles and that predicted weather conditions along the route were a partly overcast ceiling to Colon with favorable winds.

On the day of the flight two messages were received from the Communications Department of the Pan-American Airways; the first one, marked 10:30 a.m., stated that the Transport C-9 was sighted when 100 miles south of Trinidad, Cuba, at 10:00 a.m. The second message, 1:22 p.m., stated that the plane passed Serranilla Bank at 12:45 p.m.

The official report on this flight is awaited with interest.

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AERIAL PHOTOGRAPHIC MISSION FOR SMITHSONIAN INSTITUTE

Lieut. Edwin B. Bobzien and Technical Sergeant Stockwell, of the 15th Photo Section, stationed at Crissy Field, Presidio of San Francisco, Calif., recently returned from a very interesting photographic mission in Arizona.

Taking off from Crissy Field on January 21st, the Army airmen arrived at Phoenix, Arizona, on the 23rd. During six days of flying they took 350 oblique pictures and mapped an area of 400 square miles with vertical shots.

All mosaic and other laboratory work will be done by the 15th Photo Section at Crissy Field. This work is being done for the Smithsonian Institute under the direction of Mr. Neil M. Judd, Curator of Archaeology. The mission was undertaken for the purpose of making a close study of the ruined prehistoric cities and canals which were constructed from 800 to 1,000 years ago.

The largest of these ancient cities covers about an acre of ground and the houses approximate the size of a modern five-room bungalow, with here and there a two-story structure. The canals are especially interesting. There are about 240 miles of them in all, varying from 25 to 60 feet in width and 8 to 12 feet in depth. They were so well laid out that our modern engineers find few changes necessary to make them useful today.

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KELLY FIELD BREAKS FLYING TIME RECORD IN 1929

In 1929, a year of many flight records, including the quest for non-stop refueling honors, Kelly Field, San Antonio, Texas, completed what is believed to be the largest aggregate of flying time amassed by any Army field since the close of the World War.

Records of the Field reveal that the record-breaking total of 48,448 hours and 20 minutes of aircraft flying time was credited to permanent and student pilots on duty at the Air Corps Advanced Flying School. Were a single ship to start out on a non-stop flight to equal the Kelly Field flying time for the year, it would take such a ship almost six years of continuous flying to reach the mark. With six airplanes flying every minute of the day and night, it would require almost a year to establish such a record.

Figured in mileage, Kelly Field aircraft traveled about 4,844,700 miles during 1929, the equivalent of nearly 200 trips around the world.

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ARMY AIRMEN HELP FEATHERED FRIENDS

According to a report recently received by the Chief of the Air Corps, Army Air Corps pilots stationed at Post Field, Fort Sill, Oklahoma, flew several missions, at the request of game preservation authorities, during which grain was scattered on snow-covered fields where game birds were congregating. The heavy snowfall during January prevented the birds from getting at their natural feed on the ground.

GRADUATION EXERCISES FOR BROOKS FIELD STUDENTS

Graduation exercises for the 51 students who successfully completed the course at the Primary Flying School at Brooks Field, San Antonio, Texas, will be held on February 28th. Beginning at 9:00 a.m., all the students will participate in an aerial review, followed by the presentation of diplomas in the Ground School building by Brigadier-General Frank P. Lahm, Commanding General of the Air Corps Training Center, and Major S.W. FitzGerald, Commandant of Brooks Field.

Among the 51 graduates are 16 officers of the Regular Army, one officer of the Republic of Colombia, South America, a Staff Sergeant of the Air Corps training in his grade and 33 Flying Cadets. They are listed below, as follows:

2nd Lieutenants

James E. Briggs, Field Artillery
James K. DeArmond, Signal Corps
Robert L. Easton, Field Artillery
David P. Laubach, Corps of Engineers
Richard P. O'Keefe, Field Artillery
William L. Ritchie, Field Artillery
William C. Sams, Infantry
Delma F. Spivey, Infantry
Fred C. Stritzinger, Field Artillery
Fred O. Tally, Infantry
Otto Wienecke, Air Corps, L/A
Edward H. White, Air Corps, L/A
Fay O. Dice, Air Corps,
John F. Egan, Air Corps.
John W. Persons, Air Corps.
Murray C. Woodbury, Air Corps.

Lieut. Henrique Santa Maria, Colombia

Flying Cadets

Joe S. Anderson
Paul S. Baker
Eugene D. Blakeney
Frank P. Bostrom
Edgar G. Carlisle
Willis G. Carter
William B. Clements
Harold W. Fairchild

Flying Cadets

Marshall H. Fay
J. E. Grasty
James N. Going
Phillip W. Hatch
William E. Shuttles
James H. Smart
Frank L. Smith
Ashby H. Toulmin
Reginald L. Needham
Herbert A. Orr
Olof P. Pierson
Harvey W. Regan
Curtis E. Smith
Winston W. Kratz
Robert S. Riley
George E. Rodieck
Lloyd L. Sailor
John E. Sandow
William H. Sherwood
William H. Sykes
Thomas L. Taylor
Benjamin E. Tilton, Jr.
Paul Waterman
Clifton D. Wright

Staff Sgt. Maurice Beach, Air Corps.

The above-named students are slated for a strenuous four months' course at the Advanced Flying School at Kelly Field, San Antonio, Texas.

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COULD NOT FIND MARKET ON HIS MAP

A Cadet was making his first cross-country flight and was bewildered and hopelessly lost. Spotting a hamlet of no great size, he decided to fly down and "shoot the town." A small sign was all that was visible on what appeared to be the only store, station and Post Office. Climbing to 2,000 feet, he studied his map but could find no trace of any place called "Market, Texas." Down he went again. No mistake, there it was - "Market." Still the map was useless. Once more he flew down low, but he was lost as before, for above the word "Market" was a smaller one - "Meat."

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AIR CORPS TRAINING CENTER WINS POLO TITLE

Battling into an extra period, the Air Corps Training Center Polo Team came through with flying colors by overhauling a four-goal handicap in defeating the Rainbows of San Angelo in the final match for the low goal championship of the seventh annual midwinter polo tournament on Brackenridge Park Field on February 16th. The score was 11 to 10.

A crowd of about 4,000 enthusiastic spectators watched the game with intense interest from the first throw-in until the deciding goal was scored by Lieut. Connell in the ninth chukker. The Air Corps had a hard fight to overcome

the handicap, and not until the eighth chukker, when Lieut. Connell scored two goals, did the Aviators pull up on even terms.

This was the sixth straight victory for the Air Corps, dating back to January 4th, when it won the December tournament and the second title it has won since. This was also the third match the Air Corps had won in an extra period, being forced to the ninth chukker to defeat the Artillery on February 6th, and going nine chukkers to defeat the Infantry for the December championship, the scores in both of these games being 8 to 7.

The entire grandstand crowded around the trophy table to witness the presentation by Major-General William Lassiter of the trophy to the winning team and the individual cups to the players of the winning team. All players of the four teams reaching the semi-finals were also presented with individual cups.

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LIEUT. JAMES H. DOOLITTLE BIDS ADIEU TO THE AIR CORPS

Genuine regret prevails in the Air Corps over the announcement in Special Orders of the War Department of the resignation of 1st Lieut. James H.Doolittle of the Army Air Corps, who is known far and wide as one of its most skillful, daring and resourceful pilots. Modest, quiet, unassuming, with a name which belies his deeds, Lieut. Doolittle has so endeared himself to his comrades in the service that his departure from their midst has produced a wave of inward protest in their hearts and a feeling that a sudden void has been created in their branch of the service which it will be difficult, if not impossible, to fill.

Lieut. Doolittle's career in the Army Air Corps has been colorful in the extreme. His skill as an aviator is known in aeronautic circles the world over, but among his brother officers and acquaintances he is known among other things for his additional attributes as a brilliant aeronautical engineer, a fine officer and a thorough gentleman.

One of California's native sons, Lieut. Doolittle was born at Alameda, Calif., on December 14, 1896. He completed three years at the University of California in the College of Mining. Before entering the military service, he was engaged in mining engineering. On November 10, 1917, he was assigned to the School of Military Aeronautics, Berkeley, Calif., for his ground school training and, upon completion of same, was sent to Rockwell Field, Coronado, Calif., to undergo his flying training.

Camp Dick, Dallas, Texas, was the station to which he was assigned to duty upon qualifying on March 9, 1918, as a Reserve Military Aviator and receiving his commission as a 2nd Lieutenant. From Camp Dick he went to Love Field, Dallas, Texas, where he began to instruct others how to fly. In June, 1918, he was ordered to duty as a student at the Armorers' School at Wilbur Wright Field, Dayton, Ohio, and, upon completion of this course, served for a brief period of time at Gerstner Field, Lake Charles, La., returning to Rockwell Field to receive training at the Pursuit Aerial Gunnery School.

Still bent on learning all he could about the aviation game, Lieut. Doolittle was a student for over a year at the Mechanics School at Kelly Field, Texas, from which institution he graduated in October, 1920. Two years later he was assigned to duty as a student at the Air Corps Engineering School at McCook Field, Dayton, Ohio, graduating in August, 1923. He followed up his studies with a two-year post graduate course in aeronautical engineering at the Massachusetts Institute of Technology, Cambridge, Mass., and received the degree of Doctor of Science. In 1925 he returned to the Engineering Division at Dayton and remained there until his transfer to Mitchel Field, N.Y., his last assignment in the military service.

The first of the many outstanding flying achievements to Lieut. Doolittle's credit was his flight across the American continent, which feat he accomplished on September 5, 1922. Taking off from Jacksonville, Fla., at 8:20 a.m., he set the wheels of his plane down at Rockwell Field, San Diego, Calif., 22 hours and 35 minutes later. His one intermediate stop was at Kelly Field, San Antonio, Texas, where his plane was refueled. An hour and a quarter later he was on his way again. His actual flying time for the transcontinental journey was 21 hours and 20 minutes, and he achieved the distinction of being the first aviator to cross the American continent within an elapsed time of 24 hours. Seven years later this feat won him the award of the Distinguished Flying Cross, with the addition of an Oak Leaf Cluster for his many achievements in test flying.

In the science of aeronautics, the loads imposed upon an airplane structure in flight and during acrobatic maneuvers had generally been assumed, no one having gone beyond a certain conservative point in actually determining the dynamic loads in practical test. At the time he conducted this flight research work, Lieut. Doolittle was Chief of the Flight Research Branch of the Flight Section, Engineering Division, McCook Field, Dayton, Ohio. He equipped his plane with a device known as an accelerometer, which graphically registers the dynamic load imposed upon an airplane during flight. He then flew this airplane through maneuvers of the most violent nature that have ever been performed. Triple and quadruple rolls, spins, loops and inverted flight were carried out to such an extent by him that he was enabled to make calculations based upon actual performance rather than on mere assumption. It was during the course of this test flying that he conceived and later performed the outside loop, a maneuver which had never before been performed successfully. After reaching test conditions which no one had ever registered before, he was finally ordered to make further calculations on the flights which he had already made and not carry on his flight testing to the extent he had originally planned, it being feared that his ambition might carry him to such a point that he would be in grave peril of losing his life.

Lieut. Doolittle made no pretentions regarding any particular ability along the line of piloting seacraft, being what seamen term a "land lubber." His shortcomings, if any, in this respect proved no deterrent influence, however, for he won the Schneider Trophy Race for seaplanes held in the Fall of 1925 at Baltimore, Md. Not content with having established for seaplanes a world's record for high speed of 232 miles per hour over a closed circuit, he set out the following day to determine what he could accomplish over a 3-kilometer straightaway course, and astonished the world by chalking up a record of 245.71 miles per hour, then considered a remarkable achievement.

As a result of his victory in the Schneider Trophy Race, he shared with the late Lieut. Cyrus Bettis (who won the Pulitzer Trophy Race at Mitchel Field a week previously) the award of the Clarence H. Mackay Trophy for the year 1925.

Several years ago, while on leave of absence from his military duties, Lieut. Doolittle toured South America and demonstrated in Peru, Bolivia, Chile, Argentina, Brazil, Uruguay and Paraguay the Observation and Pursuit types of planes used by the Air Corps. One of his interesting flying experiences in South America was his attempt to take off with a P-1 Pursuit plane, equipped with pontoons, from Lake Titicaca in Bolivia. The altitude of the lake, 12,700 feet, was too great, however, and it was impossible to get the plane to leave the surface of the water in that thin atmosphere. Although on several occasions the plane was rocked off, it immediately settled to the surface again. After taxying up and down the lake for about an hour and a half, at times going a distance of twenty miles from the shore, in his attempt to obtain better wind and wave conditions, the pontoon strut fittings pulled out, necessitating the abandonment of further attempts.

The longest flight Lieut. Doolittle made in South America was between Asuncion, Paraguay, and Rio de Janeiro, Brazil, a distance of 960 miles. This non-stop flight was made in 7 hours and 10 minutes and marked the first time that section of the country was ever crossed by air. As a matter of fact, an air journey was the only means possible of crossing it, since that part of the great South American jungle is absolutely impenetrable on the ground. No sign of human habitation or of wild life other than great flocks of brilliant green parrots were seen until he approached the cultivated parts of the country along the coast.

Lieut. Doolittle is a full-fledged member of the Caterpillar Club, joining that mythical organization September 1, 1929, during the National Air Races at Cleveland, Ohio, when structural failure of his plane during preliminary acrobatic tests forced him to resort to the parachute to save his life. He had on several previous occasions avoided joining the Club by the narrowest of margins, and when a newspaper correspondent - who by mere accident happened to be in the immediate vicinity of his jump - reached his side immediately after the parachute had landed him safely on terra firma, he remarked, in answer to a flood of questions directed to him: "I am glad it happened. I have always wanted to be forced to jump. I have almost had to go over the side several times, but this time there wasn't any other choice. I had to."

Not the least bit fazed by his narrow escape from the clutches of the Grim Reaper, Lieut. Doolittle crumpled the parachute under his arm, made his way to

the Operations Office, walked in and announced: "Gentlemen, I guess I'll have to borrow another plane." This was the first intimation received of his parachute jump. The plane was given him at once and half an hour later he thrilled the immense throng attending the Air Races with as brilliant a demonstration of flying and acrobatics as had ever been witnessed.

Air Corps officers have said of Lieut. Doolittle that there is no airplane in existence which he cannot fly, and this is about the best kind of praise which can be given regarding his piloting ability.

During the time he was stationed at Mitchel Field, N.Y., Lieut. Doolittle conducted fog-flying experiments sponsored by the Daniel Guggenheim Fund for the Promotion of Aeronautics. On September 24, 1929, under conditions representing the densest fog, reaching from any altitude to the ground, he was able to take off from the airport, fly from it and return to a given spot and make a landing. The cockpit in which he sat was entirely covered and totally obscured his vision. This demonstration represented the successful consummation of experiments conducted for nearly a year over the full-flight laboratory established by the Guggenheim Fund at Mitchel Field.

The Air Corps extends its warmest wishes to Lieut. Doolittle for his success in civil life.

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ITALIAN FLYERS HAVE RIGID DISCIPLINE

Rigid military discipline combined with an educational curriculum stretching over a period of three years constitutes the training which students receive at the Royal Academy of Aviation of Italy. This institution was created Nov. 5, 1923, by the decree of the Commissioner of Aviation and is located at Caserta, thirty-two miles northeast of Naples.

In its brief existence the academy has had 920 applicants for the regular course. Of this number only 470 passed the severe medical test, while not more 285 were admitted. Already 144 of these graduates are officers and 100 are in departmental service. Ten of these students, however, were obliged to repeat their courses.

At the beginning, toward the middle and at the end of their course these students enjoy vacations varying between twelve and twenty days. The practical training which the academy gives, partly in the winter period, and, more intensively, in the summer season during the three-year course, includes: military exercises, gymnastics, training in seamanship, cycling, autoing, motorcycling, horseback riding. signaling, office routine, wireless transmission, pistol, gun and machine gun firing, airplane piloting, all kinds of sports, land army practice, flying, naval cruising, submarine and torpedo practice, airplane and hydroplane observation flying and aerostatic and dirigible principles and flying.

Every year an instruction trip is organized to enable the students, under the guidance of their training officers, to visit the important industrial and flying centres of Italy. Last year, for instance, these students visited such centres as Turin, Milan, Rome and Florence and the main aeronautical factories of the country.

The program of studies is similar to that in a university. There is a provision whereby Academy students who have graduated from scientific or classical lyceums and who have proficiently passed two years of training at that institution, are allowed to take the examination of the various science faculties for admission to any of the country's engineering schools.

The course of annual studies begins early in November and continues till the end of May, with twenty-three lessons of one hour each a week. The instructors for each course are chosen from among the civil and official teaching staffs of the Royal Aeronautical, Army and Marine Academies. In one of the Academy's branches, the School of Piloting, which was established in 1927, 12,320 hours of flying have been completed as a result of 70,019 flights.

The Academy admits young Italian citizens more than seventeen and not older than twenty-two. In order to cement the spirit of comradeship among these graduates in their memories forever, a custom has been set afoot to name the graduating classes after a bird, a meteor, a star, a wind, or any other fast-speeding and powerful object or animal that holds sway in the skies. This initiation forms a special ceremony and already when they enter upon their scholastic careers, the students are dubbed by the chosen designation.

Those families who send their children to this Royal Academy do not have to meet heavy fees. The fees for the first year are practically free, for the family has to pay not more than 2,000 lire, or about $100, in two installments; for the second year the fee is 1,800 lire, payable in three installments; for the third year the students, being registered as candidates, receive a salary of 1,500 lire a month. After his graduation from the Academy, the young pilot gets a salary of 2,000 lire, or about $100 a month. - NEW YORK WORLD.

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CAPTAIN REYNOLDS LOSES HIS LIFE IN AUTOMOBILE ACCIDENT

Captain Clearton H. Reynolds, Air Corps, who died on February 14th as the result of injuries received in an automobile accident at Mt. Clemens, Mich., was one of the first of the Army flyers during the World War to proceed to France for duty at the front. He was born at Provincetown, Mass., January 29, 1888, and for three years attended the New Hampshire State College, following which he studied for two years at Dartmouth College, taking a post graduate course in his second year. After his graduation in 1912 he remained at Dartmouth for a year as an instructor in Physics. He next affiliated himself with the American Telephone and Telegraph Company in the capacity of Assistant Circuit Engineer.

His interest in aviation influenced him to join the First Aero Company, New York National Guard, with which he served ten months as a Private. From August 17, 1916, until February 23, 1917, the date he was placed on active duty as a 1st Lieutenant, Aviation Section, Signal Corps, he served in a civilian capacity in the Inspection Department of the Signal Corps Aviation School, learned to fly at that School (Mineola, L.I., New York) and participated in 66 flights for a total flying time of 27 hours and 33 minutes.

In June, 1917, Captain Reynolds was assigned to the 1st Aero Squadron, and sailed with that organization for duty overseas. He served as Adjutant of this Squadron until December, 1917, when he was transferred to the 91st Aero Squadron and assigned to duty as Commanding Officer. In July, 1918, he assumed command of the 104th Aero Squadron.

During Captain Reynolds' service in France he flew regularly over the front lines and he was considered a pilot of rare qualifications and exceptional ability. The record he made with the 91st Squadron as a pilot while engaged upon army observation work under the 8th French Army and the First American Army in the Toul Sector, in the San Mihiel and the Muse-Argonne offensives was an exceptional one.

While commanding the 104th Aero Squadron, Captain Reynolds received the Distinguished Service Cross for extraordinary heroism in action near Romagne, France, October 9, 1918. Although weather conditions made flying exceedingly dangerous, Captain Reynolds with his observer started on a mission to determine the position of the front line troops of the Division to which his Squadron was attached. Flying at an altitude of 25 meters, they encountered and defeated three enemy patrols, gathered and delivered to Division Headquarters very valuable information.

Upon his return to the United States in April, 1919, he served for several months in the Training and Operations Group, Office od the Director of Air Service, Washington. In June, 1919, he was transferred to Langley Field, Va., and he served at that field until August, 1922. For a number of months he commanded the 88th Observation Squadron, following which he was on duty as student and instructor at the Field Officers' School, now the Air Corps Tactical School. He graduated from the School in June, 1921.

After a brief period of service at the Advanced Flying School, Kelly Field Texas, Captain Reynolds was transferred to Bolling Field, Washington, D.C., where he performed various duties, among which being Commanding Officer of the 99th Observation Squadron. In December, 1926, he was relieved from Bolling Field and ordered to Maxwell Field, Montgomery, Ala., for temporary duty as Commanding Officer.

On March 1, 1927, Captain Reynolds was ordered to duty at Fort Sam Houston Texas, and among the various duties he performed were those of Commanding Officer of the 12th Observation Squadron. In December, 1928, he was transferred to Selfridge Field, Mt. Clemens, Mich., and assigned to the command of the 15th Observation Squadron, which assignment he retained until his death.

The untimely demise of Captain Reynolds deprived the Air Corps and the Army as a whole of an experienced, valuable and conscientious officer.

MORE ABOUT THE MID WINTER FLIGHT OF THE FIRST PURSUIT GROUP
By the News Letter Correspondent

The flight of the First Pursuit Group, Air Corps, from Selfridge Field, Michigan, to Spokane, Washington, and return, received so much publicity that only a brief resume of the entire flight will be given here.

The afternoon of January 7th, Major Royce ordered all planes flown to the ice of St. Clair, adjacent to the field, where waiting mechanics soon had the wheels of all planes replaced with the regulation skiis. During the afternoon warmer weather together with a light rain that froze as it fell and which continued throughout the night, completely encased every plane in a coat of ice. The weather, however, turned colder during the 9th, and details were soon removing the ice and giving each plane a final check prior to the take-off which, from weather reports, seemed assured for early on January 10th. That day dawned clear and crisp, with about ¾ inches of snow which had fallen during the early morning. The temperature, about ten degrees above zero, made flying conditions ideal.

All pursuit planes were off by 9:00 o'clock, closely followed by the transports. This, however, was the only time all airplanes were ever together until January 27th, when the Group, minus Lieut. Warburton's plane which was completely wrecked at Beach, N.D., arrived at Minneapolis.

Continual trouble beset the Group from the time of take-off until its return to Selfridge Field on January 29th. All pursuit planes arrived at Duluth on January 10th and remained there over night. The Transport planes, however, never made connections, only one of them covering the entire route. The Radio Ford Transport was forced down at Manistique and at Amasa, Michigan, where, due to bad weather and intense cold, it remained until January 16th. At Wausau, Wis., due to bad weather and a broken cylinder, it remained until a new engine could be sent there for installation, the transport eventually arriving at Minneapolis on the 26th. Since this is the farthest point reached by this Transport, it can be forgotten until the arrival of the Group on the 27th. It might be mentioned here, however, that this Transport, as it so happened, carried as passengers the chief mechanic, the Operations Sergeant, the short wave broadcasting set and radi operator, and the official photographer.

The other Ford and Douglas Transports remained at Munising the night of January 10th. The Group of 18 Pursuit and 2 Transports arrived at Minot, N.D., on January 12th. Here, on the morning of the following day, the pilots had first hand experience in starting airplane engines which had been left in the open all night in a mean temperature of 20 degrees below zero. Every known and many unknown devices were tried in an effort to break the engines loose enough to use the inertia starters. Here the crank case in Lieut. Bolen's ship was broken and he was delayed until a new one could be shipped and installed. In landing at Minot the Douglas Transport broke the right axle, but local repairs were made.

During the flight from Minot to Great Falls, Montana, January 13th, the Group became separated. Major Royce with eleven planes landed at Great Falls and Lieut. Elliott, leading three planes, was forced down at Hosey Ranch, Montana. Hosey Ranch proved to be fifty miles from railroad or telegraph, and since Lieut. Elliott found one cylinder gone he joined the Cavalry and rode back to something approximating civilization the following day, after his two comrades had taken to the air for Great Falls, where they arrived without incident.

Lieut. Shanahan in the C-9 and Lieut. Wolf, leading a flight of three P-1's, landed at Havre, Montana, on account of darkness and remained there overnight. Lieut. French was still in Minot awaiting repairs to Transport axle.

The weather continued bad at Great Falls, but on the 15th Major Royce sent the only six ships which could be started, under the command of Lieut. Crawford, to Kalispell, Mont. Lieut. Crawford got within 30 miles of his destination before being forced back to Great Falls by dense fog. On the return flight two pilots were forced down out of gas but were fortunate enough to get prompt service and get back before searching parties were ordered out. Lieut. Shanahan and the three Pursuit ships at Havre had better weather and got through to Kalispell on the 14th.

Low temperatures and high winds held Major Royce's flight at Great Falls until the 19th. There were many cases of frost bite among the personnel, and Lieut. Rogers was confined to a local hospital with a frozen foot that became infected. The three Pursuit planes and the Ford Transport which had gotten to Kalispell arrived at Spokane on the 17th and remained to await the balance of the Group.

The engine shipped to Lieut. Bolen at Minot was received and installed by the mechanics with Lieut. French. Lieut. Bolan arrived at Great Falls on the 19th, but the Group, now including Lieut. Elliott as pilot of Lieut. Rogers' plane, had already taken off for Spokane, arriving there about 4:00 o'clock. This made a total of 16 Pursuit and one Ford Transport at Spokane. On the following day Lieut. Bolen arrived at Spokane from Great Falls. Lieut. French at last got the Douglas axle repaired and departed for points west. He was forced down at Sidney, Montana, where the axle again broke and a complete right half of a landing gear had to be shipped him before he could again take off.

The return flight was started on January 22nd. Major Royce, leading a flight of 16 Pursuit planes, arrived at Helena, Montana. Lieut. Elliott, who had been flying the plane assigned to Lieut. Rogers, returned to Great Falls, where he was to await the arrival of a new engine for installation in his plane at Hosey Ranch, fifty miles away. Upon his discharge from the hospital, Lieut. Rogers was to return to Selfridge in his airplane returned by Lieut. Elliott. Lieut. Shanahan in the Ford Transport also arrived at Helena. It appeared that one bunch of mechanics was to do the work of three.

The flight of 16 Pursuit planes arrived at Miles City, Montana, the following day. The C-9 proceeded from Helena to Great Falls the same afternoon for the purpose of ferrying the engine, which had just been received there for Lieut. Elliott's plane, to Hosey Ranch where it was to be installed and the plane flown out.

On January 24th, while enroute to Fargo, N.D., Major Royce and his entire flight was forced to land at Beach, N.D., when suddenly they were surrounded on all sides by a typical western blizzard. In landing, Lieut. Warburton crashed, completely demolishing his plane and severely cutting himself about the face. Major Royce went through about three fences but used the stabilizer and wires from Lieut. Warburton's plane to make necessary repairs. Lieut. Warburton was ordered to Fort Lincoln for medical treatment and thence to Selfridge Field by rail.

On January 26th Lieut. Elliott's plane was ready and Lieut. Rogers had been discharged from the hospital. Concentration of all aircraft was ordered by Major Royce to be made at Bismarck. Lieut. French arrived from Sidney where on the 25th he had received the landing gear and had it installed on his plane. On this day the 17 Pursuit planes and the Douglas Transport arrived at Fargo. Lieut. Shanahan arrived the next day in the Ford Transport. The entire flight of 17 Pursuit, one Ford and one Douglas Transport airplanes arrived at Minneapolis on the 27th. The Radio Ford Transport already being there, the Group was together again except for one Pursuit plane and one pilot - all ready to get home and stay there.

On the following day all planes arrived at Wausau, Wisconsin, where they were to remain for their last overnight stop - so they thought - of the trip. All but one of the Pursuit planes and the Ford Transport piloted by Lt. Shanahan arrived home on the evening of the 29th. Lieut. Sillin was forced down at Cooks, Michigan, with a broken connecting rod, necessitating the installation of a new engine. Lieut. Duke, piloting the Radio Ford and Lieut. French, piloting the Douglas, were forced down at Bay City, Michigan, due to darkness, but got home the following day.

Due to bad weather on the 30th, it was not possible to get a Transport with mechanics and an engine to Lieut. Sillin until the 31st. However, on that date 1st Lieut. Harry A. Johnson, with four mechanics and a new engine took off for Manistique, the nearest airport, from which place the engine was hauled to Cooks. Installation of this engine on Lieut. Sillin's plane was completed on February 1st and everything was ready for his take-off, but unfavorable weather conditions held him at Cooks until the following day. With his arrival at Selfridge Field on February 2nd, all the personnel who started out on the flight were accounted for, Lieut. Warburton having returned by rail several days earlier.

We might add here the climax of the flight. Lieut. Johnson, returning to Selfridge Field from Manistique in the Ford, was forced down a few miles south of Alba, Michigan, when both center and right engines suddenly quit. All the details of the crash are not available at this writing, but it was learned that Lieut. Johnson landed in a snow-covered field, hit a stump, tore the right wing completely off the Ford, which, together with other damage, left one officer and four mechanics unscathed but without an airplane and no alternative except to walk to Alba and await developments.

THE NEW CLASS AT THE PRIMARY FLYING SCHOOLS

Since the recent announcement of the Chief of the Air Corps of the successful candidates appointed Flying Cadets and to start training on March 1st next at the two Primary Flying Schools of the Air Corps, Brooks Field, San Antonio, Texas, and March Field, Riverside, Calif., a number of changes were effected in this list of candidates due to the fact that for various reasons some of them failed to enlist, necessitating the appointment of others to take their places.

At this writing the list of successful candidates embraces a total of 244 names, including 195 civilians, 44 enlisted men of the Air Corps and 5 enlisted men from other branches of the military service. Slated to go to Brooks Field are 87 civilians, 32 Air Corps enlisted men and 2 enlisted men from the other branches. The new March Field class will comprise 108 civilians, 12 Air Corps enlisted men and 3 Infantrymen.

The names of the enlisted men appointed to the grade of Flying Cadet were given in the last issue of the Air Corps News Letter. The successful civilian candidates are given below, as follows:

To go to Brooks Field

Frank T. Allen, Jr.	Houston, Texas.	James C. Lenihan	Washington, D.C.
John Cole Bryce	Oklahoma City, Okla.	S. Holt McAloney	Colorado Spgs. Colo.
Maurice D. Bugbee	Tunbridge, Vt.	Kenneth McCorkle	Sweetwater, Texas.
William S. Carroll	Boston, Mass.	Joseph W. McKenna	Leicester, Mass.
William J. Chapman	Ithaca, N.Y.	James M. McLeod	Florence, S.C.
W.M. Claybrook	Sewance, Tenn.	I. Pat Magarick	Philadelphia, Pa.
G.L. Clyburn	Huntsville, Texas.	Francis W. Marks	Allston, Mass.
Hervey D. Columbia	Tarrytown, N.Y.	Lewis Maverick, Jr.	San Antonio, Texas.
Chas. A. Coolidge III	Birmingham, Ala.	James Paul Meador	Amarillo, Texas.
Grant Cook	Wesleyville, Pa.	Marzette W. Meekins	Washington, N.C.
Henry H. Covington, Jr.	Norfolk, Va.	E.C. Meredith, III	Springhill, Ala.
Fielden A. Creech	Belva, Okla.	Hayward A. Moncrief	Kosse, Texas.
William Lee Davis	Lynnhaven, Va.	William J.B. Murphy	Harrisburg, Pa.
Kennedy Dodds	Denver, Colo.	William S. Nichols	Bellefonte, Pa.
Jackson Dougherty	Evergreen, Colo.	Horace W. Olson	Austin, Texas.
Eugene J. Dowdy	San Antonio, Tex.	Dale Graham Payne	El Paso, Texas.
Chas. P. Elliott, Jr.	Wilkesbarre, Pa.	George R. Pepper	San Antonio, Texas.
Donald R. Eppley	Sparrows Pt., Md.	Raymond R. Roberts	Brownsville, Texas.
T. Paul Fairbank	Baltimore, Md.	E.V. Robnett, Jr.	Oklahoma City, Okla.
Cecil L. Felmar	Ensley, Ala.	Charles W. Ruckman	Muskogee, Okla.
Norman A. Ferguson	El Paso, Texas.	L. Roessler Sandel	Orangeburg, S.C.
Jack Fish	Albuquerque, N.M.	Bradford A. Shaw	South Garver, Mass.
Chas. R.H. Foster	Philadelphia, Pa.	George A. Smeltzer	Holly, Colo.
Wm. H. Gaeckle	Hillside, N.J.	Frank P. Smith	Clarksdale, Miss.
Perry K. Galvani	Baton Rouge, La.	Zay Smith	San Antonio, Tex.
Harry E. Gifford	Brookline, Mass.	George R. Snyder	Wingate, Pa.
Louis M. Gregory	Washington, Miss.	Horace G. Spiller	Houston, Texas.
Stanford W. Gregory	Denver, Colo.	Walter M. Stephens	Baytown, Texas.
Richard H. Hamill	Rutland, Vt.	Howard K. Story	Ellabelle, Ga.
Robert P. Harris, Jr.	Austin, Texas.	John F. Sudduth	Starkville, Miss.
Charles B. Harvin	Baltimore, Md.	Wm. A. Sullivan, Jr.	Vicksburg, Miss.
George M. Hatfield	Denver, Colo.	W. R. Swain	Atlanta, Ga.
Robert B. Hawkins	Wilson, N.C.	Roy D. Taylor	Lubbock, Texas.
Jonathan L. Haynes, Jr.	Decherd, Tenn.	Raymond P. Todd	North Haven, Conn.
Richard S. Hicklin	Charlotte, N.C.	Henry O. Trask	Mechanic Falls, Me.
John M. Hodgson	Athens, Ga.	Vernon S. Tupper, Jr.	Nashville, Tenn.
Felix P. Jones	Jacksonville, Fla.	Norris Turnbull	Derby, N.Y.
Joseph L. Jones	Sparrows Pt., Md.	Joseph R. Walker	Knoxville, Tenn.
Oliver T. Jones	Roanoke, Texas.	Harry B. Warner	Hickory, N.C.
George K. Kenne, Jr.	San Antonio, Tex.	George B. Wharton	Baltimore, Md.
Arthur R. Kingham	Stillwater, Okla.	John D. Williamson	Tallulah, La.
John H. Kroeger	Refugio, Texas.	Hugh C. Worthington	El Paso, Texas.
Irvin L. Lake	Stillwater, Okla.	Owen Burke Yung	San Antonio, Texas.
Robert H. Leigh	Hackensack, N.J.		

Enlisted Candidate Private Floyd L. Mitchell, 11th School Group Hqrs., Brooks Field, Texas, in place of Private Troy Eli Frost, of same organization, who withdrew application.

To go to March Field, Calif.

Wilford G. Akin	Rockford, Ill.	Arlen F. McCarty	Eugene, Oregon.
Alvin C. Algee	Chicago, Ill.	James W. McClenahan	Hastings, Neb.
Arthur W. Anderson	Detroit, Mich.	Edward J. McGinty	Milwaukee, Wis.
Earl W. Anderson	San Pedro, Calif.	W. Kenneth McIntosh	Santa Ana, Calif.
George W. Banks	San Diego, Calif.	Charles T. McKinnie	Fargo, N.D.
Myron C. Barnes	Blue Mound, Kans.	Norton B. McQuerry	Liberal, Kansas.
Robt. W. Baskerville	San Diego, Calif.	John L. Magden	Glendale, West Va.
Karl E. Baumeister	Walla Walla, Wash.	Edw. W. Maschmeyer	West Lafayette, Ind.
Harry Beach, Jr.	Sioux Falls, S.D.	Donald E. Meade	Madison, Wis.
Robert Willis Beach	Seattle, Wash.	Otis Frank Madden	Chicago, Ill.
R. Homer Bell	Moscow, Idaho.	William W. Mentzer	Tacoma, Wash.
Harold F. Blackburn	Los Angeles, Calif.	Wm. L. Merrill	Ventura, Calif.
Albert J. Boot	Long Beach, Calif.	Harold J. Miller	Gary, Ind.
Sidney T. Bottenfield	Oakland, Calif.	Lambert H. Miller	Los Angeles, Calif.
Harold R. Brown	Portland, Oregon	Raymond A. Miller	Seattle, Wash.
Howard R. Bryant	Lexington, Ky.	Russell Molyneux	Sandpoint, Idaho.
Dennis Leroy Cain	Caruthersville, Mo.	Richard A. Morehouse	Columbus, Ohio.
Eugene F. Cardwell	Chicago, Ill.	Jay K. Montgomery	Los Angeles, Calif.
Wilbur Carter	Brookings, S.D.	Thomas E. Nettleton	San Pedro, Calif.
Donald E. Cluxton	San Mateo, Calif.	William B. Nichols	Champaign, Ill.
Malcolm M. Coleman	Cleveland, O.	Walter W. Pharr	St. Louis, Mo.
Chandler V. Copps	Columbus, O.	J. Parkes Pinson	Birmingham, Ala.
O. Dudley Crawford	Cleveland, O.	Burns D. Price	Washington, D.C.
H.L. Crutchfield	St. Louis, Mo.	Walter A. Ransom	Oak Park, Ill.
Eric Danielson	Spokane, Wash.	Philo O. Rasmusen	Salt Lake City, Utah.
J. Edward Darby	Colfax, Indiana.	Paul T. Ricketts	Farmington, Mo.
Louis Lee Derry	Poplar Bluff, Mo.	Daniel F. Ritchie	West Alis, Wis.
Maurice J. Dezzani	Oakland, Calif.	Wayne F. Ridenour	Chicago, Ill.
Harry E. Dutton	Eugene, Oregon	Elliott C. Roberts	Grand Rapids, Mich.
John C. Eberhardt	Los Angeles, Calif.	Grant Hadden Shager	Seattle, Wash.
Charles P. Edwards	Los Angeles, Calif.	W. A. Shaw	Toronto, Kansas.
Walter G. Edwards	Washington, D.C.	Clarence A. Shoop	Granville, Ohio.
Harry T. Evans	Berwyn, Ill.	Wm. L. Siebecker	Wisconsin Rapids, Wis.
Fred Faust	Los Angeles, Calif.	Frank I. Spangler	Beloit, Wis.
Wallace H. Frestoe	St. Elmo, Ill.	Eugene F. Springer	Sullivan, Ind.
Edgar W. Funk	Oak Park, Ill.	Richard M. Stafford	Chicago, Ill.
Walter S. Funk	Los Angeles, Calif.	Albert W. Stainback	Detroit, Mich.
Eugene S. Graham	Ripon, Wis.	Harold F. Stallsmith	Covington, Ky.
John R. Gregory	San Diego, Calif.	Everett M. Stearns	Longview, Wash.
Palmer G. Gorman	Huntington Pk, Calif.	Fred H. Stemm, Jr.	Kansas City, Mo.
H. Kenneth Greeson	Maryville, Mo.	Arthur R. Strunk	Windom, Mich.
George R. Hale	Chicago, Ill.	Charles Sumner	San Pedro, Calif.
Gilbert Hazel	University City, Mo.	Horace E. Tilden	San Francisco, Calif.
Charles E. Henry	Columbus, Ohio.	Eugene C. Volz	New Richmond, Ind.
George Z. Hoffman	Los Angeles, Calif.	Harold B. Walden	Wayne, Ind.
Donovan J. Hogan	Minneapolis, Minn.	Francis T. Watson	Lexington, Ky.
Bell R. Homer	Moscow, Idaho.	Lee C. Weber	Davenport, Iowa.
Phil A. Horner	Santa Barbara, Calif.	Eugene M. Welch	Lexington, Ky.
Warner D. Hunt	Hollywood, Calif.	Doyle Williams	Maudlin, Ark.
Lewis W. Hunter	San Francisco, Calif.	Maurice C. Williams	Ventura, Calif.
LeRoy Jensen	Minneapolis, Minn.	Robert A. Woods	Glendale, Calif.
Robt. W. Ledbetter	Little Rock, Ark.	Kenneth Yoder	Ellis, Kansas.
John Samuel Lewis	Shubert, Neb.		
Lewis C. Lutcher	Walla Walla, Wash.		
Russell A. McCallion	San Francisco, Calif.		

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AIR CORPS INFORMATION

Several articles dealing with military aviation were recently published by the Information Division, Office of the Chief of the Air Corps, which are useful in aiding Air Corps officers in delivering lectures on Air Corps subjects. They are as follows:

U-935 The Part of the Army in Developing Aerial Transportation - 1200 words
U-936 Air Corps Training - 1800 "
U-937 Military Aviation for 1929, Recent Accomplishments of Air Corps, 1600 "
U-938 The Army Air Corps - 4500 "
U - Conversion of Commercial into Military Aircraft - - - - - - - - 1500 "

Address requests for above pamphlets to Publication Section, Office Chief of the Air Corps, Washington, D.C.

RESERVE OFFICERS ORDERED TO FOREIGN SERVICE

Five graduates of the Air Corps Advanced Flying School, Kelly Field, San Antonio, Texas, were ordered to foreign service in Panama, sailing from New York on February 21st. These cadets were graduated on February 15th and two days later were ordered to active duty as 2nd Lieutenants in the Air Corps Reserve.

According to the information available at Kelly Field, these young men are the first Reserve officers to be ordered to foreign duty immediately after graduation.

Nineteen members of the graduating class were ordered to active duty as 2nd Lieutenants, Air Corps Reserve, in Hawaii, but they will not sail for the Islands until March 15th.

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A "TALKIE" THEATRE AT LANGLEY FIELD

February 16th was a red letter day in the history of post entertainment at Langley Field, Va. On that day the first "talkie movie" was presented in the Post Theatre. Through courtesy, the building in which the movies have been shown has been called the "Post Theatre." In reality, however, it was simply an unused airplane hangar containing a screen, a projector and some chairs. But now, after one is once inside the building, there is little to remind him of the original purpose of the building.

One week prior to the installation of the speaking pictures, the work of remodeling the building was begun. Everything was completed for the opening night and many were the favorable comments on the changed appearance. All this work was completed by members of the command under the supervision of the Quartermaster. The attendance on the opening night taxed the seating capacity and gave proof of the popularity of the change from the silent drama.

The News Letter Correspondent states that the members of Langley Field are to be congratulated upon the support which has always been given the Post Theatre, which support brought to the post one of the first installations of "Talkies " at an Army station. No little praise is due those who put forth every effort toward constructing a theatre such as Langley Field now has for the comfort and enjoyment of its personnel.

The Langley Field Theatre will now show a different all-talking program each night of the week and will show only the best productions on the market.

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NOTICE TO PILOTS

The attention of all pilots is called to the existence of a magazine area at the Charleston Ordnance Reserve Depot, Charleston, S.C.. An order was issued by the Chief of the Air Corps directing pilots to refrain from flying over this area.

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YOKE OF OXEN HAUL AN AIRPLANE

An interesting comparison was had a few days ago between modern and ancient means of transportation, an airplane powered by a yoke of oxen. Lieut. R.D. Reeve, Air Corps, returning from Galveston, Texas, to Brooks Field, San Antonio, Texas, suddenly without warning was brought to the unhappy realization that his O2-K observation plane no longer had a propeller, long considered essential for sustained flight. With great presence of mind and without much hesitation, Lieut. Reeve landed in the only field available and found it very soft, not to say muddy.

No ship could take off from that field in its condition at that particular time, especially an O2-K, less propeller. Less than a mile away was a good solid field, but tractors or mules would have been helpless even if available. A yoke of oxen was secured and, with the assistance of willing negro spectators, a sure if not swift move was made to the good field. From there the ship was returned to Brooks Field safe and sound, after the installation of a new prop, of course.

RUSSIAN AVIATION MISSION VISITS KELLY FIELD

Kelly Field, San Antonio, Texas, was visited by a Russian Aviation Mission on February 14th. The Commission was headed by Peter J. Baranov, President of the Council of Civil Aviation of Moscow, and comprised a number of technical assistants. Professor A.N. Tompoleff, designer of the plane which recently flew from Moscow to New York, was included in the Commission. They are making an aeronautical survey of the United States.

The Mission left San Antonio February 15th for Pensacola, Fla., to visit the Naval Flying School.

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A BOOST FOR THE FIRST PURSUIT GROUP

A prominent citizen of Great Falls, Montana, recently addressed the following communication to the Chief of the Air Corps:

"In the usual course of business affairs we ordinarily do not find time to comment on the achievements of our fellow citizens but I feel that in connection with the splendid work of Major Ralph Royce and his squadron of fliers who have just completed the northern flight from Selfridge Field to Spokane and return, I should be derelict in my appreciation as a citizen if I did not give them full credit for what they accomplished. Not being a flier, my observation are those of the layman who has just recently become intensely interested in aviation and gence my comments are set forth as such.

As chairman of the reception committee of Great Falls, it became a distinct pleasure to receive Major Royce and the squadron and to give some little help in entertaining them and taking care of their needs while in our city. Permit me to say that I have never met a group of men who represented the Army and the United States Government with more dignity and soldierly conduct than did the Major and his Group. Each and every one of them was willing and anxious to explain to the citizens of this community the purpose of the trip and they all conducted themselves in a fashion that made it a pleasure for the community to entertain them and to render them any service that would aid in the experiment which they were undertaking.

With the thermometer registering far below zero, the Group was on the line with their ships before daylight every morning that they were delayed in Great Falls with the hope of breaking through the low ceiling and sometimes blizzards that stood between them and their western goal, namely, Spokane. The experience of having them was unique for Great Falls and it accomplished much in that the interest in aviation has increased many fold since their visit.

It was remarkable that Major Royce was able to take his squadron across country, and while the trip undoubtedly proved that there were many shortcomings in both the motor equipment and other equipment furnished the fliers, it equally proved that the spirit of the Air Service was such that when they started a project, no hardship could keep them from completing it.

I desire to extend my congratulations to Major Royce and his squadron and hope that the War Department will see fit to permit them to make a return flight to Great Falls whenever it is in conformity with the plans of the Army."

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A NEW WRINKLE IN MOUNTING MAPS

In the routine work of the Information Division, Office of the Chief of the Air Corps, the mounting of maps on linen or cotton, using photo paste or just plain flour and water has met with varying degrees of success, but at no time could the finished job be characterized as thoroughly satisfactory.

Just recently the task confronted the Information Division of mounting some 240 maps of the area in the vicinity of Sacramento, Calif., where the Air Corps exercises will be conducted this Spring. One of the employees of the Publications Section started out to see what he could do in the way of concocting a sticky preparation which would obviate a lot of profanity and ruffled tempers. The result of his experiment exceeded expectations. Padding cement and glue were used in proportion of 60% of the first named composition to 40% of the latter. These two ingredients come in solidified form, sliced up into cubes, so that they could be used as needed. A cube of the padding cement, 2 inches square, was dropped into a glue pot along with another cube of glue of smaller proportions. Water was added and the conglomeration of stickiness placed over a slow fire until it melted. More water was then added until the paste reached the desired consistency. It was found that this paste is the "stickiest sticker that ever stuck," and a fine job was turned out.

Photo Sections and others are welcome to the tip. Further information may be obtained by writing to the Information Division, Publications Section.

ARMY AIRMEN SEARCH FOR LOST AIR MAIL PILOT

Six Pursuit planes and one Transport plane left Rockwell Field, Coronado, Calif., on January 17th last for Las Vegas, Nevada, for the purpose of cooperating with the Western Air Express in the search for Maury Graham, Western Air Express pilot, missing since January 10th. The officers taking part in the search included Captain H.M. Elmendorf, Lieuts. K. J. Gregg, I. A. Woodring, J. G. Hopkins, S K. Robinson, J. E. Mallory and D.D. Graves. Eight enlisted mechanics accompanied the Army pilots.

The flying time on this mission totaled 146 hours, 30 minutes, of which time 44 hours and 45 minutes were consumed in flying to and from Las Vegas, and 101 hours and 45 minutes in the search. The flight returned to Rockwell Field at 1:15 p.m., January 23rd. Low temperatures were encountered at times during this search, which reached 18 degrees below zero on one occasion at Salt Lake City. The only difficulty experienced with the P-12 was the congealing of the oil in the starter which made it difficult for the starter to turn over.

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ARMY AIRMEN IN PHILIPPINES PERFORM WELL IN ATHLETICS

The Fourth Composite Group, Air Corps, Nichols Field, Rizal, P.I., won second place in the Philippine Department Track and Field Meet, with a grand total of 88 points. In commending the participants from the Group, Major W.G. Kilner, Air Corps, congratulated them on their physical fitness, mental alertness and the will to win, which are marks of all good soldiers.

Private Miltz, 28th Bombardment Squadron, broke the Department Shot Put record by catapulting the heavy sphere 45 feet, ½ inch. Private Anthony of the 2nd Observation Squadron won the Pentathlon, which brought him a gold watch and his team ten points.

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LANGLEY FIELD TO HAVE RADIO BEACON

The new radio beacon at Langley Field, Va., is nearing completion and will be in operation within a few weeks. The building and eighty-foot tower have been constructed by the Brewster Company of Columbus, Ohio. The power wiring and antenna system are being installed by personnel of the post. Engineers from Wright Field, Dayton, Ohio, will make the final check.

Under present plans the beam of the beacon will not be set on any fixed course but will be directed and placed in operation upon request.

The services of an operator are required to direct the beacon and to start and adjust the output of the 2000-watt radio transmitter which furnishes the signal as directed by the goniometer. The automatic key will continue to send out the interlocking A's and I's until the set is shut down. A pilot flying on the beacon will hear a steady buzz in his radio ear phones unless he strays to the right or left of his course, in which case he will hear an A or an I transmitted in the continental code. At frequent intervals the buzz indicating the direct course will be replaced by the letter L, indicating that the sending station is Langley Field.

Visiting pilots are cautioned to observe the tower of the beacon, which is located on the north edge of the field east of the lighter-than-air section of the post.

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TRAINING FOR LIGHTER-THAN-AIR OFFICERS

Six officers belonging to the Lighter-than-Air branch of the Army Air Corps received orders detailing them to duty as students at the Primary Flying School, March Field, Riverside, Calif., and to take training with the Class starting on March 1st next. These officers are Captain Walter R. Reed, 1st Lieuts. Fred A. Engles, Uzal G. Ent, R.R. Selway, 2nd Lieuts. Ralph Homes and John A. Tarro. Captain Reed was stationed until lately in the Buildings and Grounds Section, Office Chief of Air Corps; Lieut. Ent goes to March Field from Langley Field; Lieuts. Engles, Selway and Holmes from Scott Field, Ill., and Lieut. Tarro from Fort Sill, Oklahoma.

INDIANA NATIONAL GUARD AIRMEN COMBAT FLOOD
By the News Letter Correspondent

In the middle of January, 1930, the Wabash, usually a well behaved river, took a sudden notion to step out and sow some wild oats. It would freeze and thaw, then freeze again, forming an ice jam and causing the lowlands above and around the river to become flooded with slush, ice and water. Before anyone realized it, the flood covered hundreds of square miles of territory from Vincennes, Indiana, to the mouth of the Wabash River. Thousands of people in the lowlands were marooned without food, fuel or clothing.

The 38th Division Aviation received the first call from Adjutant General M.G. Henley, saying that the Governor wanted planes sent to bomb the ice jams above Vincennes. To do this required 100-lb. demolition bombs, and none of these were nearer than Rock Island Arsenal, Ill. - too far away for immediate action.

On January 17th, Lieut. M.G. Carpenter, 113th Obs. Squadron, 38th Division Aviation, was sent to make a special patrol and survey of the flooded areas. The details of this survey were requested by the Red Cross and civil authorities of Vincennes. Mr. H.B. Williamson, Director of the Red Cross, had established relief headquarters at Vincennes, Indiana, and, from all reports, was in a "flat spin."

The second mission was dispatched on January 23rd to make a survey of the Crowleyville, Becker School House, Griffin Area, for the purpose of locating certain families on whom no reports had been received since the isolation of this area. This flight, made by Lieut. P. A. Zartman, definitely established that there were 50 or more families isolated in this district by ice and water. Acting on the suggestion of Lieut. Zartman, panels and panel codes with instructions for use were dropped to communities in the flooded area.

On January 24th, Lieut. Cecil F.L. Reynolds made a patrol of the area and located two panels requesting food. He immediately flew back to Vincennes, secured bags of food and returned, dropping them to the families who had displayed distress signals.

On the same day, Major Richard F. Taylor, commanding the 38th Division Aviation, with Adjutant General M.G. Henley, made a personal survey of the flooded area. They found great numbers of isolated families, and upon landing at Vincennes learned of serious illness at Black Oak Ridge. Before returning to Indianapolis, Major Taylor flew Dr. M.L. Curtner to Black Oak Ridge, where some 75 people were marooned in an old school house, several of them seriously ill. After making a backyard landing on the side of an ice-covered hill and leaving Dr. Curtner to administer relief to the sick, Major Taylor returned to Vincennes and then to Indianapolis with General Henley.

Due to the distance from Stout Field, Indianapolis, it was decided to send a flight of the 113th Observation Squadron to Evansville, Indiana, to conduct future operations from that place.

On January 25th, one flight of the 113th Observation Squadron, 38th Division Aviation, consisting of three officers and two enlisted men, utilizing three O2-H airplanes, proceeded to the advance base at Evansville. This flight was accompanied by Lieut. D.D. Watson, Air Corps, U.S. Army, Instructor of the 38th Division Aviation.

Upon arrival at the base, a conference was held with Mr. H.B. Williamson, Director of the Red Cross, during which the manner the flight was to be utilized was agreed upon. The flight was to make a survey of the entire flood area, locating isolated families and communities, establishing contact by means of panel communication, dropping food, medicine, clothing and other necessities. These articles were furnished in proper containers by the Red Cross.

The flight was completely organized and ready for operation on the morning of January 26th. A complete survey from Shawnetown, Ill., to Vincennes, Ind., was made, disclosing that a large number of people were hopelessly isolated, and in many instances had been forced to evacuate to barns and other buildings on higher ground. The condition appeared to be worse on the Illinois side of the Wabash River.

The Red Cross authorities were in apparent ignorance of these conditions. This survey gave the first indication of the magnitude of the task confronting the relief authorities.

On January 28th the area was divided into two zones, the Northern Area securing supplies from Vincennes and the Southern Area from Evansville. After January 28th the dropping of food, clothing and medical supplies continued daily

V-5990, A.C.

until the evening of February 8th, when it became apparent that ground relief could penetrate into the flood-stricken areas. Most of the patrols were made during sub-zero weather.

The following is a general summary of the operations of the Indiana National Guard airmen in connection with flood-relief measures:

Total missions flown - 108
Total flying time - 129 hours, 50 minutes.
National Guard personnel on duty - 7 officers, 3 enlisted men.
Total sacks of supplies dropped - 426
Total number of airplanes at peak of operations - 5
(3 Douglas O2-H's, 1 Douglas O2-K and 1 O-17).

A number of additional flights were made, such as ferrying physicians into and out of the flooded areas, delivering special and bulky articles like 100-lb. sacks of sugar, bacon, special medicines and shoes, and assisting in the evacuation of one woman suffering from double pneumonia.

Lieut. Howard H. Maxwell, commanding the 113th Photo Section, 38th Division Aviation, made several very good aerial photographs for the Red Cross.

By February 9th the flood waters had subsided, and the detachment returned to Stout Field, Indianapolis, the following day.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Upon completion of present course of instruction at the Army War College, Major Junius W. Jones to duty in Office of the Chief of the Air Corps; Lieut.-Colonel Arthur G. Fisher to Fort Sam Houston, Texas, for duty as Air Officer of 8th Corps Area and Major Joseph T. McNarney to March Field, Riverside, Calif.

Major Millard F. Harmon, C.O. of March Field, Riverside, Calif., to report not later than August 1st to Commandant, Command and General Staff School, Fort Leavenworth, Kansas, for duty as Instructor.

Major Clinton W. Russell, upon relief from duty as student at Army War College, to Naval War College, Newport, R.I., for duty as student.

Following-named officers to proceed about May 28th to March Field, Calif., for duty as students at Primary Flying School: Captain Dudley B. Hovard, Office Chief of the Air Corps, Washington; Captains Wm. E. Kepner, Edgar P. Sorenson, 1st Lieut. Lawrence A. Lawson and 2nd Lieut. Howard H. Crouch, Wright Field, O.

Major Davenport Johnson, Office of the Chief of the Air Corps, to Fort Crockett, Galveston, Texas, to assume command.

Major Robert Colker, Hqrs. 8th Corps Area, to duty with Organized Reserves, 8th Corps Area, Fort Sam Houston, Texas.

Major Herbert A. Dargue, upon completion of course of instruction at Naval War College, Newport, R.I., to Langley Field, Va.

Major Frederick L. Martin, Office Chief of the Air Corps, to Air Corps Training Center, Duncan Field, Texas, August 1, for duty as Commandant of the Air Corps Advanced Flying School.

Lieut.-Colonel Jacob W.S. Wuest, Langley Field, to Chanute Field, Ill., to assume command.

Captain Clarence B. Lober, upon relief from tour of duty in Hawaiian Dept., to Akron, Ohio, for duty as Engineering Representative of Materiel Division at the Goodyear Zeppelin Company.

Captain Lowell H. Smith, Air Corps Representative with Curtiss Aeroplane and Motor Company, Buffalo, N.Y., to Bristol, Pa., for duty in same capacity at plant of Keystone Aircraft Corporation.

Captain Warner B. Gates, Kelly Field, Texas, to San Antonio Air Depot, Duncan Field, Texas.

1st Lieut. John E. Upston, Office Chief of the Air Corps, to Crissy Field, Calif., sailing from New York about July 18, 1930.

1st Lieut. Edwin R. McReynolds, Air Corps Representative at Keystone Aircraft Corporation, Bristol, Pa., to Wright Field, Dayton, Ohio.

1st Lieut. George P. Tourtellot, Bolling Field, D.C., to Hawaiian Department, sailing from New York about May 7, 1930.

Captain Arthur B. McDaniel, Air Corps Training Center, Duncan Field, Texas, to Office Chief of the Air Corps.

Upon completion of tour of duty in Panama Canal Department, 1st Lieuts. Joseph B. Bailey and Robert B. Williams to March Field, Calif.

Upon completion of duty in Philippines, 1st Lt. Harold R. Wells to Materiel Division, Wright Field, O.

Changes of Station (Continued) Upon completion of tour of foreign service, Captain Armin F. Herold to duty as Instructor, Mo. National Guard, St. Louis, Mo.

1st Lt. Edmund P. Gaines, Air Corps Representative, Curtiss Aeroplane and Motor Co., Garden City, N.Y., to Buffalo factory of that Co. in same capacity.

1st Lieut. Carl W. Pyle detailed for duty with Dept. of Commerce in the Hawaiian Territory in connection with work of promoting civil aeronautics.

Upon completion of tour of duty in Panama, 1st Lieut. Rufus B. Davidson to Langley Field, Va.

Upon completion of tour of duty in Philippines, 1st Lieut. Lionel H. Dunlap to Fort Sill, Okla., and 1st Lt. Ralph F. Stearley to Fort Crockett, Texas.

1st Lieut. Everett S. Davis, Langley Field, to Philippines, sailing from New York about May 7, 1930.

1st Lieut. James M. Beavans, March Field, Calif., to Panama, sailing from San Francisco about May 24th.

2nd Lieut. Milton M. Murphy, Pope Field, N.C. to Philippines, sailing from New York about May 7, 1930.

2nd Lieuts. Charles A. Harrington, Selfridge Field, and Milton M. Towner, Brooks Field, to Panama, sailing from New York about June 18, 1930.

2nd Lieut. John L. Hitchings, Primary Flying School, Brooks Field, Texas, to Chanute Field, Rantoul, Ill.

2nd Lieuts. Shelton E. Prudhomme, Kelly Field, and Samuel R. Harris, Jr., Brooks Field, to Materiel Division, Wright Field, Dayton, O.

Upon completion of present course of instruction at Air Corps Advanced Flying School, Kelly Field, Texas, about Feb. 28th, 1st Lieut. Oscar L. Beal, Infantry, 2nd Lt. Karl G.E. Gimmler, Field Art. and 2nd Lt. Truman H. Landon, Coast Art., to Fort Crockett, Texas; 1st Lt. Richard E. Nugent, Infantry, and 2nd Lt. John H. McCormick, Signal Corps, to Langley Field, Va.; 2nd Lt. Leon W. Johnson, Infantry, to Mitchel Field, N.Y.; 2nd Lt. Minton W. Kaye to Chanute Field, Ill.; 2nd Lts. John W. Kirby, Infantry, Emmett O'Donnell, Jr., Infantry, and John M. Sterling, Field Artillery, to Selfridge Field, Mich.; 2nd Lts. Donald B. Smith and Charles B. Stone, III, Infantry, to Rockwell Field, Calif.; 2nd Lt. Donald W. Titus, Infantry, to Maxwell Field, Ala.; 2nd Lieut. Maurice C. Bisson, Infantry, to Kelly Field, Texas.

2nd Lieuts. Frank A. Armstrong, Charles D. Fator, Otto C. George, Richard H. Lee, Aubrey L. Moore, Elwell A. Sanborn and Wm. P. Sloan, upon completion of present course of instruction at Instructors School, Air Corps Training Center, Duncan Field, Texas, to March Field, Calif., for duty.

2nd Lieut. Kirtley J. Gregg, Rockwell Field, Calif., to Philippines, sailing from San Francisco about May 29, 1930.

1st Lieut. Stanley M. Umstead, Mitchel Field, to Bolling Field, D.C.

2nd Lieuts. Horace Hudson White, Air Corps Reserve, active duty extended to October 9, 1930.

2nd Lieuts. Norman Lee Barr and Horace Hudson White, Air Corps Reserve, Mitchel Field, N.Y. to Panama Canal Zone, sailing from New York Feb. 21, 1930.

Relieved from detail to the Air Corps: 2nd Lieut. Philip H. Draper, Jr., to 83rd Field Artillery, Fort Benning, Ga.

2nd Lt. Thomas C. Dolan to 8th Infantry, Fort Screven, Ga.

2nd Lieuts. Eugene L. Moseley, Howell H. Jordan to Infantry, 2nd Division, Fort Sam Houston, Texas. 2d.Lt. Milton A. Acklen to Cavalry, Ft. Clark, Texas.

2nd Lieut. Edwin H.J. Carns to 1st Cavalry Division, Fort Clark, Texas.

2nd Lieut. Samuel L. Myers to 1st Cavalry Division, Fort D.A. Russell, Wyo.

2nd Lt. Henry L. Knight to 30th Infantry, Presidio of San Francisco, Calif.

Detailed to the Air Corps and to Primary Flying School, Brooks Field, Texas, March 1, 1930, for training: 2nd Lieuts. Martin Moses, Infantry; Robert T. Frederick, Coast Artillery; John O. Williams, Thomas R. Horton, Infantry; David R. Gibbs, Cavalry; 1st Lt. Robert C. Oliver, Field Art. July 1, 1930.

Promotions: Lieut.-Colonel Clarence C. Culver to Colonel, rank Jan. 18, 1930.

Major Henry B. Clagett to Lieut.-Colonel, rank February 1, 1930.

1st Lieut. Aubrey Hornsby to Captain, rank January 27, 1930.

2nd Lieut. Cornelius W. Cousland to 1st Lieut., rank January 27, 1930.

2nd Lieut. William E. Baker to 1st Lieut., rank February 2, 1930.

2nd Lieut. James S. Stowell to 1st Lieut., rank December 26, 1929.

2nd Lieut. Arthur L. Bump, Jr., to 1st Lieut., rank December 27, 1929.

2nd Lieut. Demas T. Craw to 1st Lieut., rank January 3, 1930.

Retirement: Brigadier-General Wm. E. Gillmore, Assistant to the Chief of the Air Corps, upon his own application, after more than 30 years' service, effective June 30, 1930.

Resignations: 1st Lieuts. James H. Doolittle, Will Walter White and Carl Anson Cover.

Reserve Officers to extended Active Duty: To Langley Field, Va.: 2nd Lt. Albert B. Duke, Oklahoma City, Okla., March 1,1930 to Feb. 28, 1931; William Gaston Davis, March 2 - August 31, 1930; James Nathan Peyton, Elizabeth, N.J., Feb. 20-August 19, 1930; To Crissy Field, Calif: 2nd Lt. Byron S. Cooper, Minot, N.D., April 16-June 30, 1930; Edward V. Pettis May 2-October 31, 1930; Ray H. Boudreaux, March 2-Sept. 2, 1930; To Fort Crockett, Texas: 2nd Lt. Hernan C.West, July 2-December 31, 1930; To Rockwell Field, Calif.: 2nd Lt. Richard B. Stith, March 11-September 9, 1930; To Chanute Field, Ill.: 2nd Lt. Dean Bryant Belt, Thornville, O., April 1-June 30,1930; To Selfridge Field, Mich.: 2nd Lts. Horace Jeter Reid, March 1-Nov. 30,1930; Morley F. Slaght, Mt.Vernon,Iowa., March 1-December 10, 1930.

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LIEUT. COVER RESIGNS FROM THE SERVICE

In the resignation recently of 1st Lieut. Carl Anson Cover, the Air Corps lost the services of an exceptional engineering officer who was regarded as one of the best posted men in the Air Corps on maintenance problems, airplanes and engines. Throughout his entire career as a commissioned officer in the Air Corps, Lieut. Cover's services have been highly commended by his superior officers and he was repeatedly praised for his energetic and enthusiastic devotion to duty, his loyalty and his progressiveness. Lieut. Cover joined the forces of the Douglas Aircraft Company at Santa Monica, Calif., to occupy the position of Vice President in charge of Sales and Development Engineering.

Lieut. Cover was born in Roxbury, Pa., April 26, 1893. In civil life he filled various positions of responsibility in steel and iron industries, and was in the employ of the Bethlehem Steel Company for two years as Inspector of Munitions. During the World War, Lieut. Cover enlisted, August 1, 1917, in the Aviation Section, Signal Corps, and was sent to Kelly Field, Texas, where he was assigned to the 110th Repair Squadron. His energetic efforts while a member of this organization won him rapid promotion, and he reached the grade of Sergeant, 1st Class, in a few months. In November, 1917, he was sent to the University of California, Berkeley, Calif., for Ground School training. Upon his graduation he was sent to Camp Dick, Dallas, Texas, where he served for several months, following which he was transferred to Kelly Field, Texas, to undergo flying training.

Passing his flying tests in June, 1918, he was commissioned a 2nd Lieut. on the 22nd of that month, and after another short term of service at Camp Dick, he was assigned to Brooks Field, Texas, for duty as flying instructor. In January, 1919, he was transferred to Kelly Field and assigned to duty in the Flying Department. While at that field he performed the unusual feat of landing a DH plane, which had caught fire in the air, with the control stick between his knees, his hands being busily occupied in handling the pyrene can.

Lieut. Cover's next assignment was as Engineering Officer at Langley Field, Va., which position he occupied for nearly four years. In January, 1924, he was assigned to duty as Officer in Charge of Air Service Maintenance with the Field Service Section at Fairfield, Ohio. Two years later he was temporarily assigned as Air Corps Representative at the factory of the Douglas Aircraft Co. at Santa Monica, Calif., until his departure to Hawaii for duty.

At the time of his separation from the Air Corps, Lieut. Cover was credited with approximately 4,000 hours of flying. During his service at Kelly Field he performed considerable flying in connection with patrol activities along the Mexican Border. At Fairfield, Ohio, he was pilot and observer with the 88th Observation Squadron, and in Hawaii he served for two years with the 72nd Bombardment Squadron and the remaining portion of his foreign service tour with the 4th Observation Squadron, performing a considerable amount of bombing and observation work.

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LIEUT. WILL W. WHITE GOES BACK TO CIVIL LIFE

Another valuable engineering officer who left the Air Corps recently is Lieut. Will W. White, who accepted a responsible position with the Standard Oil Company of New Jersey. Born in Montana, April 7, 1900, Lieut. White was a stu-

dent at the University of Montana for several months until he received appointment to the United States Military Academy. Graduating from the Academy on June 12, 1923, and commissioned a 2nd Lieutenant, he was assigned to the Primary Flying School at Brooks Field, Texas, for training. He graduated on March 15th, 1924, and received the rating of Airplane Pilot upon his graduation from the Advanced Flying School, Kelly Field, Texas, September 15, 1924.

Lieut. White returned to Brooks Field as Flying Instructor, in which capacity he served until July, 1926, when he was assigned to duty as student at the Air Corps Engineering School, Wright Field, Dayton, Ohio. Graduating in June of the following year, he was assigned to duty as Instructor at the United States Military Academy, where he served until June, 1928, when he entered the Massachusetts Institute of Technology for the purpose of taking a post graduate course of one year in Aeronautical Engineering. Upon the completion of this course, Lieut. White was assigned to Wright Field, Dayton, Ohio.

Lieut. White is one of the early members of the Caterpillar Club, being forced to resort to the parachute to save his life while flying a DeH4B plane over Kelly Field, Texas, June 5, 1924. Engaged in practice formation flying at about 1,300 feet altitude, his plane collided with the one piloted by Lt. S.L. Thompson. Immediately after the terrific crash due to the impact of the two ships they became locked together and Lieut. White's control of his plane ceased then and there. As soon as he ascertained this fact and noting that the two ships seemed to be in an almost vertical dive towards the earth, he attempted to jump from the cockpit. Standing on the pilot's seat and placing his hands on the cowling he tried to push himself clear, but, whether from freight or force of gravity, he was unable to do so. Finding himself unable to jump from the ship, he pulled the ring of his parachute and immediately felt himself gently lifted clear and saw the tail surfaces of the plane slowly glide away beneath him.

As he neared the earth, it seemed to Lieut. White as though he was going to land directly on top of the wreckage of the two ships which had crashed and, fearing that they would burn, he grasped the shroud lines on one side of the parachute and slipped a distance of about 200 feet away from the spot where the ships struck. Unfortunately, Lieut. Thompson was either stunned by the force of the collision or was unable to get out of the lower ship and was instantly killed.

In regard to the sensations experienced during this jump, Lieut. White stated - "It seemed the natural thing to do. I remember a surprise at the quiet during the descent, and even greater surprise at the unexpected easy landing. The experience has led me to believe that one needs no practice or coaching about the use of the parachute; if the time ever comes to use it, one will do it more or less instinctively."

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THREE SAFE FORCED LANDINGS IN TWO DAYS

Three forced landings in two days is the record of Lt. D.T. Spivey, student at Brooks Field, who climaxed the performance by escaping unscathed when his plane was completely demolished in trying to land in a very small field recently. Lt. Spivey started out with the cross-country flight of Brooks Field students to Galveston, Texas, but was forced down near Needham by a broken gas line. By the time he had repaired the line, most of his gas was gone and not having had time to pick out a landing place near any filling stations he had to borrow as much gas as he could from some passing motorists. Taking off again, he headed for Houston, Texas, because he thought he did not have enough gas to get to his destination. Shortly afterwards he discovered he did not have enough to get to Houston and made a second forced landing a few miles outside of that city. This time he was able to get sufficient fuel to reach Galveston, where he stopped overnight.

Upon his return to Brooks Field he was commended for his persistence in seeking his objective and managing two forced landings without mishap. In the afternoon he was assigned to formation flying. The formation returned to the field at about 3:00 p.m., but before reaching his destination the motor of his DH plane went bad, and for the third time he hurriedly scanned the ground below in search of a convenient pasture. The only one available was a small one, bordered by trees. Lieut. Spivey managed to land, but when he did so the plane separated into its component parts and assorted small bits.

"Three times and out," observed Lt. Spivey as he disentangled himself from the wreckage, checked himself over to see if he was still complete, and waved the rest of the flight, now circling overhead, back to the field. Somewhat later he returned to Brooks none the worse for the crash, although one glance at the wreck was enough to convince officials at the field that the plane was not worth repairing.

Bolling Field, Anacostia, D.C., Feb. 10th.

The recent death of Capt. Harry A. Dinger, Engineering Officer, was most keenly felt by the entire personnel of Bolling Field. Every man deeply regrets the loss of Capt. Dinger and the fine quality of his guidance and leadership.

Recent assignments at Bolling Field include those of 1st Lieut. George P. Tourtellot as Engineering Officer and 2d Lieut. James A. Willis, Jr., as Assistant Engineering Officer.

Capt. Ira C. Eaker, piloting an O-1, with Mr. H.J. Adamson of Secretary Davison's office, as passenger, left Bolling Field at 6:30 A.M. February 9th, for San Francisco.

Mr. Sgt. James F. (Jimmy) Smyth was retired from the Service on January 23d, after thirty years' service, fifteen of which were in the Air Corps. The Air Corps Detachment gave Sgt. Smyth a farewell Smoker on the night of the 23d. He will make his home in San Diego, California.

Lieut. Bushrod Hoppin, Personnel Adjutant at Bolling Field, was recently ordered to duty in the Philippine Islands.

Lieut. L.S. Stranathan flew the C-9 to Mitchel Field on February 9th, transporting four Congressmen to New York to attend the Aeronautical Show.

Nichols Field, Rizal, P.I., Jan. 9th.

Maj. W.G. Kilner has started his sequence of detached service and leave before completing his tour, at which time he will sail for the United States via Europe.

Golf held the spotlight during December. Lieut. "Gus" Shea won the Army Championship and was runner-up in the Philippine Open. Lieut. Chapman finished high up in both. Lieut. Paul, Major Kilner and Lieut. Hamlin also brought glory to Nichols Field. "Gus" Shea's golfing is a sensation. He took best medal in the Army qualifying round with a "One forty-four". In the finale his opponent, Colonel Parrot, had him one down, match play, at the end of the first eighteen holes. After lunch, "Gus" settled down and the match ended on the thirteenth hole. In the Philippine Open, medal play, "--some little thing went wrong" on one round, giving him a terrible "Seventy-eight". Starting the last eighteenth holes in second place, but five down to the leader, Lady Luck seemed to deny him par and birdies and at the end of the first nine holes he was seven down. Even though it was too late to win, "Gus" hung on and played the last nine two under par with three birdies. His gallery was afforded the opportunity of witnessing some very pretty shots.

28th Bombardment Squadron: The flying of our Bombers was considerably curtailed this month because of the impracticability of using the Bombers for anything but tactical training. However, the squadron carried on with the Amphibians and one transport.

Lieut. Wells is back from one month's trip to China.

2d Observation Squadron: During the first three weeks of December, the 2d Observation Squadron pilots and observers were kept busy storing up flying hours.

Tow target missions with the 60th A.C. at Corregidor were carried out satisfactorily.

Numerous cross-country, navigation, Liaison, radio, engineering and photo missions were made.

Preparations were completed for the maneuvers with the Philippine Division, taking place early in January.

66th Service Squadron: Lieut. Earl S. Hoag who returned from leave in China and Japan, reported a pleasant and interesting trip.

Capt. Pursley and Lieut. Joe Smith spent the Christmas holidays in Baguio.

Speaking of Joe Smith, a very amusing thing occurred early in December. Joe returned from a tow target mission for the 60th C.A., anti-aircraft machine-gun firing, landed his "duck" and signed his sheet "motor and plane OK". Mechanics later found that a bullet had penetrated the hull. The 60th C.A. says a man got excited and fired at the plane.

6th Photo Section: Since the arrival of the Transport "Meigs", the sec-

tion has been working at top speed due to an accumulation of photographic projects that could not be completed on account of a shortage of photographic paper and materials.

A mosaic of approximately 100 square miles was photographed at Batangas Bay and vicinity for use in connection with the Philippine Departmental Annual Maneuvers taking place early in January. Additional sets of this mosaic are being delivered to various Departments of the Army for their use at that time. Various miscellaneous aerial photos were taken during the month in and around Manila for the Intelligence Department and for publicity purposes.

Headquarters, 4th Composite Group: During the past month, Headquarters Detachment developed a seemingly impregnable base-ball team, which, although composed of the members of a comparatively miniature organizations, defeated the champions of the past year with only the slightest competition. It is sincerely hoped that stronger teams from our neighboring organizations will be put into the field so that our team may become more interested.

Rockwell Field, Coronado, Calif., Feb. 5th.

Col. H.J. Brees, I.G.D., Corps Area Inspector, Ninth Corps Area, arrived January 13th, for the purpose of making the annual survey and inspection of Rockwell Field and the Rockwell Air Depot. Colonel Brees departed for March Field on the 14th, and returned to Rockwell Field, January 23d, remaining here until January 27th.

General Frank P. Lahm, Commanding General of the Air Corps Training Center, San Antonio, Texas, paid a visit to Rockwell Field on January 27th.

Major A.L. Sneed and Lieuts. R. Baez, C.P. Kane and E.M. Robbins, returned to the Rockwell Air Depot, January 22d, from Dayton, Ohio, where they attended the Annual Engineering-Supply Conference.

The Officers' Club, Rockwell Field, entertained on January 17th, with an elaborate dance in honor of the graduates of the Air Corps Advanced Flying School, Class of '29, who recently joined this command for a year's active duty.

A delightful bridge party was given at the Officers' Club, January 14th, Lieut. and Mrs. Robert E. Selff and Lieut. and Mrs. B.R. Dallas, acting as hosts and hostesses. Approximately fifty officers and their wives attended.

Langley Field, Hampton, Va., February 7th.

Langley Field had a touch of real winter during the last few days of January. Snow started to fall on the afternoon of the 29th, and until the next night a more or less continuous blizzard was in progress. Snow drifts, some two feet deep, hindered traffic for a couple of days, and gave the personnel of the Post the unusual sight of seeing an improvised snow plow in action. Anyway, the kiddies enjoyed the snow and many Christmas sleds previously unused made their appearance.

The Inter-Squadron Basketball Championship of the Field was won by the 49th Squadron, which lost only one game out of the nine played. Competition for the honor was keen, and the equality of the teams created an unusual amount of interest on the part of the personnel.

The Post Basketball Team opened its season with a two-game series with the Quantico Marines. The first game, played on January 29th, resulted in a win for the Marines by the score of 24 to 18. It was an extremely interesting game and furnished an exhibition of some of the finest floor work any one would care to see. The victory was in doubt up until the last three minutes of play, when with a two point lead, the Marines succeeded in caging two more goals in quick succession.

The following night the Birdmen came back strong, taking the lead early in the first quarter and never at any time being in any danger of losing it. They defeated the Marines by the decisive score of 32 to 17.

The team, coached by Lieut. Grater, promises to give an excellent account of itself during the remainder of the season, and to give the personnel the same right to be proud of its record as we are of the record of our football team.

The Triangular League, which includes Langley Field, Ft. Monroe and Ft. Eustis, opened its season February 5th, with Ft. Monroe playing on Langley's floor. Ft. Eustis will then be met at Eustis on February 12th and on February 15th Langley will invade Ft. Monroe. The final game of the series will be played on February 22d with Ft. Eustis at Langley Field.

2d Bombardment Group: The officers resumed ground school studies and are delving into the principles of Coast Artillery, under the very capable instruction of Major Metzger, C.A.C.

Several enlisted men from the Group were forced to continue their journey to Chanute Field via the railroad when Lieut. H.S. Hansell made an unfortunate take-off from Burgess Field and left part of his lower wing on a fence. All personnel were reported uninjured.

Lieuts. Bivins, Wolfinbarger and O'Connor recently returned from a two-weeks' engineering conference at Dayton.

Lieuts. Huggins and Steele were forced to dismantle a PT-1 and return to Langley Field with it by train when the motor froze and let them down near Lotta, S.C.

Pvt. R.T. Miller, of Group Headquarters was ordered to report to Brooks Field to begin flying training with the March 1st Class.

96th Squadron: With the arrival of B-2 Airplane No. 29-37, the total number of this type of airplane in the squadron is now ten. By careful maneuvering it is possible to put five of these planes in each of the new hangars. Considering the fact that the combined efforts of thirty men are required to lift one of these ships into a dolly, the amount of flying seems rather problematical.

19th Airship Company: On the 17th, the TC-6, Lieut. Starkey, pilot, made a reconnaissance flight and on the 20th a navigation flight and interception problem in cooperation with the Air Corps Tactical School were completed. Maj. Van Nostrand, Air Corps Tactical School, piloted the TC-6 on the last flight.

A total of nine flights were made during the past week despite the snow, rain and high winds.

Maj. Kennedy of the Office of the Chief of the Air Corps, made three flights on Monday, Jan. 27th in the TC-6, including one navigation flight of two hours. General Cole, Commanding Fort Eustis, was a passenger of this flight. The remainder of this schedule consisted of motor tests, practice flights and a navigation mission in the TC-6 with Lieut. Buie, pilot.

Crissy Field, Presidio of San Francisco, Calif., Feb. 7th.

During the holiday period there were many visitors present for local parties and celebrations. Due to a strong cross-wind on Crissy Field, the visiting pilots were highly entertained in subduing their fractious mounts. No damage was done other than to rasped tempers and the English language.

Our biggest influx of guests arrived within a few days prior to the Army-Stanford game, December 28th. Spice was added to this contest by inclement weather throughout the State, said weather resulting in the non-appearance of one Pursuit pilot. Pity Lieut. Gregg of Rockwell Field, seated comfortably in the stadium in anticipation of a rare old contest and then to find himself precipitated from said comfortable seat into the rear cockpit of an O2-H on its way to Taft to establish a base for a searching party. After his quivering lids were dried and he was sleeping soundly, he did not mind the trip so much.

Among our prominent guests were Maj. Clarence M. Young, Assistant Secretary of Commerce for Aeronautics; Major Harmon from March Field; Major Spatz from Rockwell Field, and Major Arnold from Wright Field. There were over fifty visiting planes of both Army and Navy on the Field during the holidays. Our pilots also fared forth into the wide world over the Yuletide season on such cross-country flights as our equipment would permit.

During the month of January one of our chief military concerns was in co-operative missions with other branches of the Army and with the Navy. Two ships left on January 12th and proceeded to Rockwell Field for Joint Army and Navy Cooperative Missions. These missions were satisfactorily accomplished despite our refractory radio sets. Lieut. A.L. Smith, A.C., was in command. We also carried on missions with the 2nd Battalion, 76th Field Artillery, the 11th Cavalry at Monterey and the 30th Infantry at Ft. Funston.

We were delighted to welcome General Frank P. Lahm upon his arrival at this station, January 28th in an O2-J. It was too bad he stayed such a short time with us, as he has many friends in the Bay district.

Langley Field, Hampton, Va., Feb. 18th.

The Langley Field Basketball team on its own floor easily defeated the Ft. Monroe Artillerymen in the opening game for the championship of the southern half of the Third Corps Area by a score of 49 to 25. The Aviators took the lead at the start of the battle and maintained it throughout. The passing and floor-work of the whole Langley team was the best seen on the local floor this season.

The aviators took the ball down the floor, time after time, easily breaking through the Ft. Monroe defense. Schubert was high man for Langley, with six field goals. Grater, with nine points, and Carlton and Eckert with eight each, were the runners-up. Button was high scorer for Ft. Monroe with five field goals and two fouls, a total of 12 points. Clever guarding on the part of the Langley team held Ft. Monroe safe at all stages of the contest.

The Langley Field Basketball team defeated Ft. Monroe for the second time in the Inter-Post series for the championship of the Southern District of the Third Corps Area on the Ft. Monroe Y.M.C.A. floor, by the score of 65 to 59. The battle was one of the hardest fought games of the series, Ft. Monroe being on the long end of the score at the end of the first half by the score of 27 to 21.

Twice in the second half, Langley Field came from behind to tie the score, a series of brilliant plays resulting in a drawn decision at the end of the regular playing period, each team having scored 59 points.

In the extra five-minute period was added, Langley Field gained the decision by adding six points while the Artillerymen were unable to better their count.

The contest was one of the heaviest scoring ones of the series, the closeness of the game keeping the large crowd in attendance at a high pitch of excitement. White was the stellar performer for the Aviators, garnering a total of 13 field goals and four fouls for a total count of 30, almost half the score of the entire team. Schubert, fellow-worker at the forward position, also played a star game as did Kowaleski at guard.

Wade was the chief point-maker for the Artillerymen, with nine field goals and a foul, Mathews, Holder and Button also scored heavily for Ft. Monroe. Personal fouls removed several of the Ft. Monroe players from the game, Langley Field tallying nine points by the foul route.

Winning the two games gives Langley Field a slight edge, the Aviators suffering their only reverse at the hands of Ft. Eustis. The Railway Artillerymen won one and lost one while Ft. Monroe lost two to Langley Field and won one from Ft. Eustis. Langley Field will have to defeat Ft. Eustis in their second game in order to maintain her position at the top of the column.

2d Bombardment Group: The Group having completed all 5000 feet instruction bombing, started bombing from 8000 feet. Due to the necessity of using 50-pound bombs, the officers are encountering some difficulty in doing consistently accurate bombing.

The officers of the Group completed a course in Coast Artillery under the instruction of Major Metzger of the Air Corps Tactical School.

Lieut. J.W. Hammond was appointed Group Adjutant, to succeed Lieut. A.J. Kerwin Malone.

Lieuts. J.P. Ryan and Casper West have each taken the 30-day leave allowed them before accepting their commissions as Second Lieutenants in the Regular Army.

Lieut. D.D. Hale, Group Personnel Adjutant, was elected Secretary-Treasurer of the Officers' Club for the year 1930.

Major Lawrence S. Churchill received orders to report to the Chemical Warfare School at Edgewood Arsenal, Md.

Major John N. Reynolds assumed command of the Second Bombardment Group pending the return of Major Hugh J. Knerr, now on leave.

Second Lieuts. Willard R. Wolfinbarger and A.J. Kerwin Malone, ordered to foreign service in the Philippines, will sail from New York on May 7th. Lieut. Wolfinbarger was stationed at Langley Field for about three years and Lieut. Malone for about three and a half years.

Second Lieut. William A. Matheny of the 49th Bombardment Squadron, winner of the Cheney Award for 1929, was also awarded the Soldier's Medal.

19th Airship Company: Flying for the week ending February 7th which was limited to three days' activities, consisted of a total of 15 flights, including 2 cross-country, 1 photographic, 1 reconnaissance, 1 free balloon flight and 10 practice flights.

On the 6th, Capt. Wm.J. Flood, O.C.A.C., and 2nd Lieut. T.B. Starkey made a cross-country flight to Washington, D.C., and return in the TC-6. While in Washington, a photographic mission was flown over the Lincoln Memorial. Lieut. Jordan, O.C.A.C., made the return flight to Langley as pilot, relieving Capt. Flood.

1st Lieut. W.D. Buie, with 2nd Lieut. W.L. Colman, 96th Bomb. Squadron, as passenger, made a free balloon training flight on the 4th, taking off from Langley at 10:15 A.M., and landing near Richmond, Va., at 2:35 P.M.

Capt. Lester T. Miller, who has been on a 15-day leave of absence, arrived on the 6th and assumed command of the Company, relieving 1st Lieut. M.E.McHugo.

1st Lieut. U.G. Ent left the Company on February 1st for March Field, Cal., where he will enter the Primary Flying School for heavier-than-air training.

Flying activities of this organization for the week ending February 14th included flights for training in navigation and aerial communication, one flight in cooperation with the National Advisory Committee for Aeronautics and an experimental flight.

Three navigation training flights were made in the TC-6 with Maj. P.E. Van Nostrand, Capt. L.T. Miller and 1st Lieut. W.D. Buie, pilots. On the 11th a test flight was made in the TC-6 for the purpose of testing the rate of deceleration. Mr. Kirschbaum, Mr. Collier and Mr. Glass of the N.A.C.A. conducted the test.

1st Lieut. W.D. Buie made an experimental flight in the TE-2 on the 11th to test the utility of the small type ship as a motorized observation balloon.

2nd Lieut. W.J. McCracken, Air-Res., who has been on Detached Service at Ft. Bragg, N.C., since Jan. 11th, returned on the 12th. While at Ft. Bragg, Lieut. McCracken with a detail of 5 men from this organization flew an observation balloon in cooperation with the Artillery, making ten flights and completing a total of six missions.

The 19th Soccer Team lost a well played game to the Newport News Team last Sunday on the Soldiers Home Field, the final score being 4 to 1. The 19th team did not play up to its usual form and with several new faces in the line up were unable to stop the fast play of the Newport News Team.

San Antonio Air Depot, Duncan Field, San Antonio, Texas, Feb. 17th.

Capt. S.J. Idzerek of the 3d Attack Group at Ft. Crockett, Texas, was a visitor at this Depot, on cross-country, on February 4th.

Capt. Otto G. Trunk under orders for transfer to the Panama Canal Department, has been on duty at the Depot since May 12, 1927. Capt. Trunk and family departed from this station on Feb. 7th on a leave of absence, visiting in California, before sailing from San Francisco on or about April 12th. They are accompanied by the sincerest wishes of their many friends in this vicinity for happiness in their new location.

A group of about fifteen young aeronautical enthusiasts among the students of Brackenridge High School, San Antonio, made a sightseeing trip through the Engineering Shops of the Depot on February 15th, expressing intense interest over their view of some of the inside workings of aircraft construction.

During January the Engineering Department of the Depot overhauled and repaired the following airplanes and engines:- Airplanes: Overhaul - 2 A-3, 3 DH-4M-1, 2 DH-4M-2T, 1 O-2, 1 O-2-C, 4 P1-D, 1 PW-9-C, 1 PW-9-D, 11 PT-3, 3 PT-3A, Total 29: Miscellaneous Repair: 1 A-3, 1 C-9, 1 O-2-H, 1 XA-1, Total, 4.

Engines: Major Overhaul - 20 Curtiss D-12, 19 Wright J-5, Total 39: Minor overhaul: 12 Liberty, 1 Curtiss D-12, 1 Wright J-6, total 14.

Crissy Field, Presidio of San Francisco, Calif., Feb. 16th.

During the period from January 15th to February 15th several cooperative missions were completed, among which were two with the Navy. The first one, on January 23d, employed Lieuts. Hansen and Ball in the "Duck" and a Naval vessel off the coast near the Farrallon Islands. The second occurred February 5th. In the "Ducks" on that occasion were Lieuts. Meyer and Brown. In both cases problem No. 4 of the Joint Army and Navy Cooperation Maneuvers was successfully

accomplished. Lieut. Cooper towed a sleeve target at Ft. Funston for anti-aircraft, rifle and machine gun practice by members of the 30th Infantry, while Lieuts. Lackey and Fenander demonstrated to the 11th Cavalry at the Presidio of Monterey the possibilities of Attack Aviation, in addition to conducting the fire of the 2d Bn. of the 76th Field Artillery at the same post.

Capt. Kraus and Lieut. Wilkins travelled to Rockwell Field on January 19th, combining cross-country training with a conference at the Depot in reference to supply and engineering matters.

All hands participated in an inspection and aerial review ordered by Capt. Kraus for January 24th. Even the roaring PT-1's bored holes in the atmosphere.

A dinner and dance was given in honor of Col. and Mrs. Gerald C. Brant on January 27th by the officers and ladies of Crissy Field as a gesture of our appreciation of and regard for our former C.O. It was with our best wishes for them at their new station, Mitchel Field, that Col and Mrs. Brant sailed through the Golden Gate aboard the U.S.A.T. "Cambrai", escorted by all available aircraft and our speed boat.

Lieut. Cullen wanted to go to Pearson Field, Washington, when he left here the morning of Feb. 1st, but was thankful later on in the day to be able to set down at Medford, Oreg., having turned back, and around, in Grants Pass, Oregon.

On February 4th Lieut. Jenkins wandered down to Rockwell Field, solo, for cross-country training in a C-1. Shortly after his arrival he was surprised to learn that his landing gear was suffering an acute case of "misalignitis" and that a new landing gear was necessary. Pity the poor man - a long way from home and not even a pair of roller skates. Capt. Kraus, however, took pity on him and hauled him back in an O2-H.

Maj. W.B. Duty, A.C., and family visited Lieut. Bobzien for a week while awaiting the transport to the Philippine Islands.

Maj. Millard F. Harmon, Jr., Commanding Officer of March Field, is a frequent and very welcome visitor at our field. We hope to have him here more often in the future.

Selfridge Field, Mt. Clemens, Mich., Feb. 6th.

17th Pursuit Squadron,A.C.: Now that the snowbirds are back from Spokane and those who stayed behind have become resigned to listening to lies about how cold it was in Montana, the Seventeenth reluntantly admits that the first four ships to arrive at Spokane were piloted by some of Our Boys. Lieut. Shanahan took the Ford over the Rockies when, later, the P-1's turned back and Lieuts. Wolf, Rogers, French, Putt, Warburton and Giovanneli covered themselves with glory and ice.

Lieut. Theisen is back on duty with the 17th and is receiving congratulations on overcoming the handicap of a broken back.

Outside of a few ferry trips to the F.A.D., Lieut. Bob Moor holds all the cross-country records for the month, having made two trips to Toledo. The weather has been terrible for flying all month, and we are all praying for a few days of sunshine during the coming weeks before the maneuvers at Sacramento.

27th Pursuit Squadron,A.C.: Capt. Lotha A. Smith was succeeded by 1st Lieut. Marion L. Elliott as Commanding Officer of the 27th Squadron, when the former was ordered to duty with the Attack Group at Ft. Crockett, Texas. The squadron's best wishes go to Capt. Smith at his new post and regrets to lose him.

Six planes from the Squadron participated in the 1st Pursuit Group's winter maneuvers to Spokane, Washington, and return. Lieuts. Elliott, Harrington, Sanders, Jacobs, Straubel and Sillin were the pilots.

94th Pursuit Squadron,A.C.: 1st Lieut. Henry, 2nd Lieuts. Wurtsmith, Rhudy, Underhill, Bolen and Lowry were included in the members making the trip known as the "Arctic Patrol", to Spokane, Washington, returning to this field on the 29th of January. Lieuts. Crawford and Giovannoli, flying with the 94th, arrived with the gang, making a total of seven of the 94th ships to complete the trip. They all report that they learned many fine points in aviation on this trip, also that they were very glad to get back in what they termed spring weather.

Our Squadron Commander, 1st Lieut. Harry A. Johnson, who returned January 26th from Hasbrouck Heights, N.J., where he was making a test of the new Fokker F-32, states that it is a very fine ship.

Upon the discharge of our Mess Sergeant, William A. Metcalf, Pvt. 1st Cl. William Hofmann was promoted to the grade of sergeant to take over the duties

and worries of the kitchen, and, if you don't think he isn't making a success, just come around and look us over, for there is no one losing weight.

57th Service Squadron, A.C.: 1st Lieut. James E. Duke, Jr., and 2nd Lieut. Paul M. Jacobs and Homer L. Sanders were assigned to the Spokane flight which took off from this station on January 10th. Lt. Duke piloted one of the two Ford Transports, while Lieut. Jacobs and Lieut. Sanders flew P-1's in the Pursuit flight. They returned from the flight on January 29th.

The squadron basketball team has had an unusually successful season thus far, being undefeated in six starts.

Army orders published January 18th announced the appointment of 2nd Lieut. Francis H. Griswold, Air Res., to a regular commission as 2nd Lieut., Air Corps.

Pvt. 1st Cl. Warren and Pvt. Basil left here on January 20th for detached service as students at the Air Corps Technical School, Chanute Field. Pvt. Warren is enrolled in the Engine Mechanics' Course and Pvt. Basil is studying photography.

Pvts. 1st. Cl. Jenkins and Nelson were promoted to the grade of corporal on January 6th and 11th respectively, while Cpls. Tolby and Sweeney became sergeants on January 6th and 11th, respectively.

Out of forty-nine enlisted men on the field who qualified as air mechanics as a result of the recent examination, twenty-one are men assigned to this squadron.

15th Observation Squadron, A.C.: Capt. Wolcott P. Hayes, who reported to this station January 18th, was assigned to the Squadron in addition to his duties as Post Signal Officer.

Lieut. Edgar Selzer, who has been on detached service at Wright Field, where he was attending the Navigation School, reported back to the Squadron for duty and was appointed Athletic Officer. "Bremo" says that "since finishing the navigation course railroads mean nothing to him in this cross-country business".

"June Bug, No. One", the U.S. Customs Border Patrol ship, which has been operated by Customs officers from the 15th Squadron, came to grief with a forced landing at Walkerville, Ontario, when it ricocheted from a snow-covered stump.

Sgt. Bullington, who reported from Chanute Field on Jan. 26th, was assigned to the organization and detailed to the Communications Section.

Our only representatives with the "Arctic Patrol" were Mr. Sgt. Davis and Tech. Sgt. Guile, who were acting as co-pilots on the transports.

The following promotions were made in the squadron during the past month: Sgt. Taylor and Bullington to Staff Sergeants; Cpls. McGinnis and Atwood to Sergeants; and Pvts. Miller, Hall and Soloway to Corporals.

5th Photo Section, A.C.: During the past month this organization had excellent training in the "quantity production under pressure" which characterizes the work of a photo section during military operations, in that it was called upon to make on short notice and in brief time upwards of 200 negatives and several thousand prints of personnel and equipment about to be engaged on the flight of the 1st Pursuit Group to Spokane, Wash., and return, popularly known as the "Arctic Patrol".

The lights in the Section burned well into the night as the mess of work surged through the laboratory and the familiar smell of the wartime quick-drying solution wafted through the air while messengers darted back and forth supplying publicity demands.

It seemed like "old times" also to brush elbows with the host of newspaper photographers present with their inseparable "guess boxes" and to swap "dope" with them on the latest developments in photographic equipment and materials designed for press work. The weather was up to the usual standard at this time of the year. Despite the pouring rain, the service Graflexes and view cameras were successfully operated under waterproofs by the members of the indomitable 5th Photo. And in all the rush, everyone kept cheerful.

Rockwell Field, Coronado, Calif., Feb. 17th.

The first two of the 18 new P-12-B planes to be assigned to Rockwell Field were ferried from the Boeing Plant, at Seattle, Wash., by Major Carl Spatz and Lieut. R.S. Israel. It is expected four more P-12-B planes will be ready for delivery some time this week.

Lieuts.Lloyd Watnee and John P. Kenny in an O2-A, had a forced landing near Oceanside, Calif., Feb. 3rd, due to a short-circuited switch. Lieut. Watnee, who was piloting the plane, brought it to a stop and ripped out the wiring to the switch, thereby preventing what might have been a serious fire.

An aerial fleet of 49 planes descended on Rockwell Field, February 3rd, with cadets from March Field. The expedition was out for cross-country training and was headed by Major Harmon, Commanding Officer of March Field.

Capt. Ira C. Eaker, A.C., and Mr. Hans Adamson, Assistant to Honorable F. Trubee Davison, were visitors at Rockwell Field, on the 13th and 14th of February.

The Officers' Club, Rockwell Field, entertained with a delightful Valentime dance at the Club rooms, Friday, February 14th. The decorations were in keeping with the Valentine motiff.

The marriage is announced of Miss Martha Lingenfelter on February 1st, to 2nd Lieut. Ivan L. Farman, A.C., now stationed at Rockwell Field.

March Field, Riverside, Calif., Jan. 29th.

Capt. Joseph H. Davidson and 1st Lieuts. Aubrey Hornsby and W.A.Maxwell, A.C., in three O2-K's, took off from March Field for Las Vegas, Nevada, on Jan. 18th, in search of Pilot Graham of the Western Air Express. Graham was forced down on or about Jan. 11th in the wilds of Nevada or Utah while piloting an air mail plane between Los Angeles and Salt Lake City. There was a heavy snow storm over this area the day he was lost.

The planes from March Field operated as one flight and searched the country between Las Vegas, Nevada, and Milford, Utah. All planes carried rations, water and oranges. Approximately thirty hours flying time in two days were devoted to this search. However, no trace of the missing air mail pilot was found, and the flight was ordered back to March Field, on Jan. 21st.

The first O-32-A, equipped with Wasp Radial Motor visited March Field on Jan. 27th, en route to Wright Field from the Douglas Factory at Santa Monica, Calif. This plane is the new type of training plane to be used to replace the present O2-K.

Brig.-Gen. Frank Lahm, and First Lieut. Robert Douglas of the Air Corps Training Center, arrived at March Field by air, Jan. 23d, on an inspection trip of March Field and other Air Corps Fields in this vicinity.

Maj. William Duty, Philippine Scouts (Air Corps) arrived at March Field, Jan. 28th to be attached for duty approximately ten days.

Capt. Ralph Walker, A.C., leaves on the March 15th transport for station in Hawaiian Department. Capt. Walker was one of the first officers assigned to this field after its re-organization. He has been acting in the capacity of Post Engineering Officer since his arrival. Capt. Walker's home is in the Hawaiian Islands but he has not been there since joining the Army in 1917.

The March Field Officers Golf Tournament has been completed. All those who ever played golf were entered and some expert golfing was demonstrated. 1st Lieut. Fred C. Nelson, A.C., was the winner of the cup.

1st Lieut. Cornelius E. O'Connor, A.C., passed out the cigars on Feb. 3d, because of the happy arrival of a six and one-half pound baby girl in his family.

Brooks Field, San Antonio, Texas, Feb. 21st.

If enthusiasm will make a winning team, every Squadron on the post will have to be presented with a championship cup this year.

Every afternoon a casual observer would see all the prospective Squadron-Baseball coaches lined up outside League Park, watching the New York Giants in their spring training, in the hope of picking up valuable information. With the advent of some 200 recruits, evenly distributed between Squadrons, baseball fans on the post will see a series of games well worth attending as the Squadrons battle for the cup presented to the winning team each year by Spaldings.

Through the efforts of Lieut. R.E.Randall, who was recently appointed E.&R. Officer, Brooks Field will soon see some excellent boxing and wrestling matches, if the first exhibition, put on at the Service Club last week is an indication of what material is already available.

Lieut. Randall established what is believed a precedent in furnishing instructors in the arts of wrestling and boxing. Classes are held every afternoon in the Service Club.

A basketball tournament, as a sequal to the Eighth Corps Area footbal tournament, which ended so successfully for Ft. Crockett, has been drawn up by the members of the Ft. Sam Houston Athletic Association, the games to be played between March the 3d and 10th, at the Army Y.M.C.A. Entires so far include Ft. Crockett, Ft. Bliss, Ft. Sam Houston, Kelly Field and Brooks Field. We aren't making any predictions or bragging, but the Brooks Field team played an elimination series with the championship city Y.M.C.A. team for the district title and a try at the state title. Even though Brooks lost, they proved a tough aggregation to beat.

Among the more recent arrivals at Brooks Field are these very important ones:

A daughter to Major and Mrs. A. Mileau,Jr., M.C.
A daughter to Lieut. and Mrs. E.J. Rogers, A.C.
A daughter to Lieut. and Mrs. C.P. Bradley,A.C.
A son to Lieut. and Mrs. T.J. Holmes, A.C.

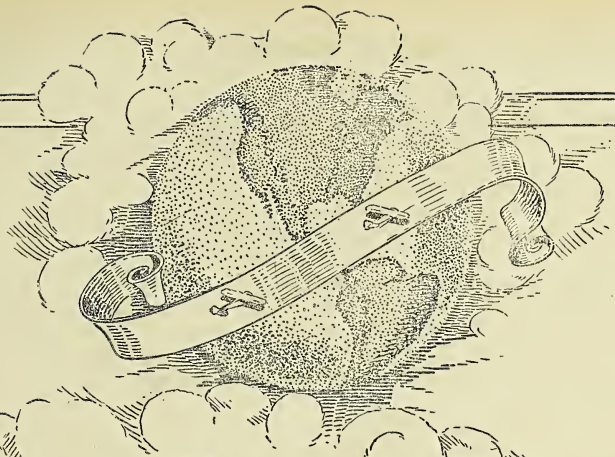
Brooks Field now has a very interesting and instructive weekly paper, which is well edited and presented. This weekly features, besides the usual items of local interest, instructive articles of general importance, a series on the courses given at the Air Corps Technical School, athletic notes, jokes and anecdotes, a question box, etc. The production of this paper, the first issue of which was dated Jan. 29, 1930, is due largely to the efforts and resourcefulness of Lieut. R.E. Randall, Post Athletic Officer.

The hard work, lack of time, fun and confusion, incident upon graduation of the July Class, has broken up the best and fastest hockey team ever seen in San Antonio. The Brooks Field Maroons, up until the time they disintegrated, were leading the San Antonio Senior Hockey League by a margin of several games.

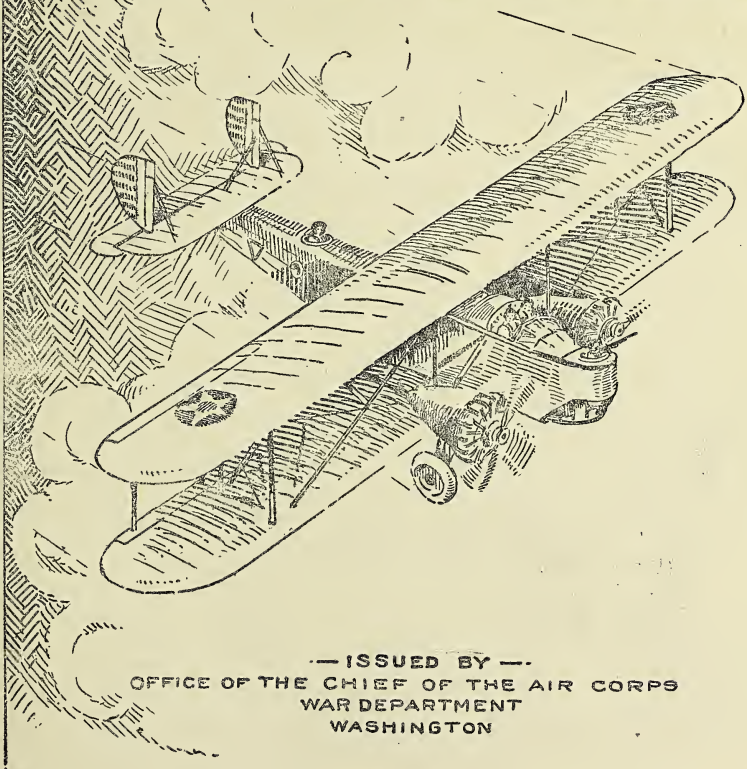
This is the second year that ice hockey was included in the winter sports program, and it is gaining more fans with each game played. Last year the Maroons were nosed out of first place by one point. Had the team continued playing and finished this season they would have undoubtedly been in the lead.

Two former West Point stars, Lieuts. Costello and Schorr, formed the backbone of the team, with Cadets Tilton, Mereweather and Baker finishing out the first string. Cadets Mereweather and Tilton were two outstanding players by virtue of their speed, being literal streaks of lightning.

Other players composing the team were Lieut. Daly, and Cadets Riley, Orr, Bostrom, Heusted and Scattergood.



AIR CORPS NEWS LETTER



—ISSUED BY—
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

VOL. XIV MARCH 31, 1930 NO. 4

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VOL. XIV AIR CORPS NEWS NO. 4

Information Division, Air Corps — March 31, 1930 — Munitions Building, Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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THE AIR CORPS EXERCISES AT MATHER FIELD

The following statement explaining the plans and purposes of the 1930 Field Exercises of the Army Air Corps was issued recently by Assistant Secretary of War, Hon. F. Trubee Davison:

"Several new tactical theories in air operation are to be tested at the Air Corps Field Exercises to be held in California from April 1st to April 24th," said Mr. Davison. "More than 130 planes will participate in the Maneuvers to be conducted under the command of Brigadier-General William E. Gillmore, Assistant to the Chief of the Air Corps, in charge of Training and Operations. While the major portion of the problem will be staged at Mather Field, near Sacramento, some of the principal operations will be conducted near San Francisco. In fact, one of the important features of the Maneuvers is the air defense of San Francisco against a simulated naval attack. Another phase will be a night attack by bombardment planes on San Francisco.

"Following the Field Exercises it is planned to stage demonstrations at San Francisco and Los Angeles. This is the first time modern Army aircraft of all kinds and in such large numbers have been concentrated on the Pacific Coast as well as the first time they have been employed in simulated coast defense operations. Briefly, the exercises divide themselves into three distinct phases each of which will consume about one week. They are as follows:

"1.-- First week will be devoted to the training of the elements within the various groups, such as Pursuit, Bombardment, Attack. This will involve training in airdrome discipline, including traffic problems such as prompt take-offs and landings with a view to perfect coordinated operation of combined units on congested areas. With a total of more than 130 planes on one field, all elements must of necessity be very accurate, not only for the success of tactical operations but for general safety as well.

"2.-- The second week will be devoted to elementary tactical problems involving each type of aviation and including practical tests of new, proposed and untried tactics which are evolved from previous exercises. These problems will be separate for each type of aviation. During this week we will also test methods of radio communication, not alone between planes and ground, but between planes in the air. We will among other things attempt to determine the feasibility of planes bombing other planes and the sending out of S.O.S. calls for protection to units of Pursuit planes in the air and many miles away. We also expect interesting results in similar communication tests between Pursuit planes and Attack organizations. It may not be generally known, but Attack planes which are used mainly for 'ground straffing' purposes fly less than one hundred feet above the ground; their effectiveness depends upon the speed and surprise with which they reach their objective. Up to this time, the chief difficulty in these tactics has been the inability of Pursuit planes to locate the Attack units. It is believed that radio should solve this problem.

"3 -- The use of planes in coast defense will be the principal theme during the third week. The problem to be worked out will cover about four days and is about as follows:

"A simulated coalition of powers (Red) has been at war with the United States (blue) for six months. Our Atlantic fleet is operating against Red forces which have established a foothold in Pennsylvania. The naval vessels in the Pacific have been bottled up in San Francisco Bay. It is assumed that the Panama Canal has been damaged by Red air raiders to such an extent that repairs cannot be completed until June. It is further assumed that southern California has been seized by the Reds and that the enemy lines run from Livermore--Isleton--Lodi--Jackson, California.

"So much for the general situation -- the special situation, as it applies to the actual field exercises, assumes that our forces, consisting of three

simulated corps of two divisions each, supported by Army Artillery and Army troops, is fighting to delay further Red advances pending reinforcements. On April 17th - the day when the third phase begins - the First Reinforced Wing of the Blue Army starts its operations against the enemy which had strong ground forces at Stockton and Peters. It is well equipped generally with mobile anti-aircraft defenses. Red air forces are located at strategic points. Heavy and light bombardment groups are at Tracy, Pursuit at Stockton and Observation aviation at Lathrop.

"The concentration of enemy stores at Stockton and Modesto has been constantly built up while naval forces are concentrated at Los Angeles and San Diego. Intelligence reports have revealed that combined land and naval attacks on San Francisco are imminent.

"The task of our air organization will be to attack enemy positions at Stockton and Modesto as well as to conduct a campaign to keep enemy aircraft, especially bombardment, from functioning. The climax of the field exercises will take place on the fourth day and will consist of an air defense of San Francisco against a naval attack.

"This is the first time in training operations that all four branches of Army aviation - Pursuit, Bombardment, Attack and Observation - have combined in maneuvers of this nature to demonstrate the use of an air force to repel invasion."

Participating in the "War" on the Pacific Coast will be the First Pursuit from Selfridge Field, Mt. Clemens, Mich. (46 officers, 22 enlisted men, 40 Pursuit and 4 Cargo planes); the Third Attack Group from Fort Crockett, Galveston, Texas (30 officers, 30 enlisted men, and 27 Attack planes); the Second Bombardment Group from Langley Field, Va. (38 officers, 42 enlisted men and 19 Bombardment planes); the 7th Bombardment Group from Rockwell Field, Calif., with 32 officers and 48 enlisted men, and the 91st Observation Squadron from Crissy Field, Presidio of San Francisco, Calif., with 16 officers and 10 enlisted men.

The Pursuit Group proper will be divided into two provisional squadrons, one led by Major Ralph Royce and the other by Captain Victor H. Strahm. Each Pursuit plane will be equipped with two machine guns. Guns have been mounted at Selfridge Field on 22 Curtiss P-1C airplanes which will form the first provisional squadron under the leadership of Major Royce. The Squadron will fly from Selfridge Field to Mather Field via Chanute Field, Ill.; Omaha, Nebraska; North Platte, Nebraska; Cheyenne, Wyoming; Rock Springs, Wyoming; and Salt Lake City, Utah.

Eighteen officers, who will make up the second provisional squadron, will proceed to Seattle, Washington, by rail, secure new Boeing P-12 Pursuit planes from the factory in that city and then fly them to Rockwell Field, San Diego, Calif., for mechanical check. This accomplished, the Pursuiters will go to Mather Field to join the Group.

The experience these Pursuit pilots gained during the winter test flight of the Group from Selfridge Field to Spokane, Washington, last January, will, it is expected, prove exceedingly valuable in the preparations for this long flight. Special tool kits are being issued, canteens of water strapped in the cockpits, pistols secured, and careful arrangements made for rapid gassing at the various stops. It is believed that careful planning and timing will enable the Cargo planes with the mechanics and spare parts to make night stops with the Pursuit planes, thus obviating many of the troubles encountered during the Selfridge to Spokane Flight.

The Third Attack Group, under the command of Major Davenport Johnson, is scheduled to take off from Fort Crockett on March 27th, proceeding to Mather Field via San Antonio and El Paso, Texas; Tucson, Arizona, and San Diego, Calif., making overnight stops at El Paso and San Diego. For the past several weeks the Group has been making diligent preparations for the part it is to play in the Air Corps Exercises. The personnel have been undergoing daily training in machine gun firing, bombing practice and formation flying, and the problems they coped with were of a character similar to those which will confront them during the "hostilities on the West Coast.

The Curtiss A-3 (Attack) planes are now being replaced by the newer and more modern type, the A-3B, in which a number of improvements were effected, among them being oleo landing gears and the most modern types of control surfaces. The pilots of the Group have been busily engaged in ferrying to Fort

Crockett this latest model of Attack plane from the Curtiss factory at Buffalo, New York. As rapidly as these ships arrived they were inspected, painted and equipped with all armament, radio equipment, flares, first aid kits and other accessories necessary to make the successful fighting airplane.

Under the command of Major Hugh J. Knerr, Air Corps, the 2nd Bombardment Group, comprising six LB-7, two LB-6 and eleven B-2 Bombardment planes, took off from Langley Field, Va., forthe West Coast at 7:08 a.m., March 23rd. The B-2 planes arrived at Maxwell Field, Montgomery, Ala., at 1:30 p.m. that day. The LB planes stopped for gas at Pope Field, Fort Bragg, N.C., and arrived at Maxwell Field at 2:00 p.m. The nineteen airplanes departed from Maxwell Field for Shreveport, La., at eight o'clock on the morning of March 24th.

These giant bombers are equipped with extra gas tanks to permit them to make long "hops" without the necessity of frequent stops for fuel. Prior to the departure of the Bombing pilots they were put through a strenuous course of training by Major Knerr, and daily checks were made on the planes to insure their being in the best possible condition for the long flight.

From Shreveport, La., the Group is scheduled to go to Midland, Dallas and El Paso, Texas, proceeding from the latter point direct to Mather Field.

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COMMANDING GENERAL AND STAFF DEPART FOR WEST COAST

Brigadier-General William E. Gillmore, Assistant to the Chief of the Air Corps, accompanied by his Staff, departed from Bolling Field, D.C., on the morning of March 22nd enroute to Mather Field, Sacramento, Calif., where the Army Air Corps Exercises will be conducted from April 1st to 24th.

General Gillmore's plane, an O2-J, was piloted by 1st Lieut. L.M. Merrick, Operations Officer at Bolling Field. Flying in O-1E's were Colonel C.C.Culver, Lieut.-Colonel Frank M. Andrews, Majors Michael F. Davis, Thomas DeW. Milling, Horace M. Hickam, Captains E.E. Adler, Harold M. McClelland and 1st Lieut. Guy Kirksey. Major Willis H. Hale flew an LB-6 and Captain Frank O'D. Hunter a P-1F. Lieut. Roland Birnn, Information Officer for the Field Exercises, accompanied by Major Oscar W. Griswold of the General Staff, G-2, departed for the West Coast on the morning of March 20th.

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AN INSPECTION TRIP TO HAVANA, CUBA

Lieut. Elwood R. Quesada as pilot, and Lieut. F. VonH. Kimble as co-pilot, with Major Delos C. Emmons, Executive Officer in the Office of the Assistant Secretary of War for Aeronautics; Major L. W. McIntosh, Executive Officer of the Office of the Chief of the Air Corps, and Major Williams of the General Staff as passengers, recently flew the Sikorsky Amphibian, lately assigned to Bolling Field, to Havana, Cuba, for the purpose of making an inspection of the U.S. Army Air Corps personnel on duty in that country.

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PRELIMINARY EXERCISES ON PACIFIC COAST

During the course of preliminary activities incident to the Army Air Corps Exercises to be held at Mather Field, Sacramento, Calif., April 1st to 24th, a formation of eighteen P-12 Pursuit planes participated in various maneuvers while flying between Los Angeles, Calif., and Rockwell Field, Coronado, Calif. Major-General James E. Fechet, Chief of the Air Corps, who made a trip to the West Coast to view the preparations for the Field Exercises, directed the maneuvers of the big formation of Pursuit planes by radio while flying in an LB-7 Bombing plane. He afterwards expressed himself as highly pleased with the results.

Rockwell Field at this time is the scene of considerable activity, for the personnel of that field are making the necessary preliminary preparations for the conduct of the field exercises at Mather Field. In 13 days of flying, a Transport Squadron, consisting of two Fokker and two Douglas Transports and a Bombing plane, made 27 round trips between Rockwell and Mather Fields, traversed a total distance of 27,000 miles, accumulated 310 aircraft hours, and transported supplies to Mather Field aggregating sixteen tons.

THE UNITED STATES-PANAMA NON-STOP FLIGHT
By Major Jacob E. Fickel, Air Corps

Note: On Wednesday, March 19th, Wright Field greeted three returned travelers who had been absent under flying orders for the past month. The trio were Major Jacob E. Fickel, Executive of the Materiel Division; Lieut. Albert F. Hegenberger, co-pilot on the first flight from California across the Pacific to Hawaii; and Lieut. Ennis Whitehead, pilot of the South American Good-Will Flight of 1927. The three, together with Sgt. K.D. Wilson of Bolling Field, D.C., who served as radio operator, crossed on their flight, from Miami, Florida, to France Field, Panama Canal Zone, nonstop, via the Carribean Sea. Major Fickel gives the following account of their flight.

We left Wright Field on February 14th, Lieutenants Hegenberger and Whitehead, Sergeant Wilson, Mr. Albert Jarvis of the Wright Aeronautical Corporation, and myself, in a new Ford Transport equipped with three Wright J-6, 300 horsepower, air-cooled engines, flying by way of Maxwell Field, Montgomery, Alabama, and Birmingham to Tampa, Florida. At Tampa, late on the night of February 18th, we received orders to ferry the new transport we were flying to Panama and to bring back an older Fokker Transport, equipped with three 220 horsepower J-5 engines.

On the morning of February 19th we took off for Miami, Florida, from which point we would leave for the Canal Zone. We arrived in Miami the same morning and spent the rest of the day in preparing the plane for the long hop, checking and swinging the compasses, looking over the drift indicators and other instruments, and "gassing." We fed 720 gallons of gasoline into the tanks. The distance by way of the Carribean Sea was approximately 1140 miles. We were carrying enough gasoline for fifteen hours of flight, although we hoped to make it in eleven hours if there was no wind. We remained at the Pan American Airways Field working on the plane until midnight.

The Pan American organization gave us every possible assistance, turning men and equipment over to us. Their efficiency was everywhere apparent and aided in our getting ready for take-off in the shortest possible time. The Weather Bureau provided us with special weather reports from Miami to France Field, and indications were that we would have favorable winds the entire way on the twentieth. Although we had remained at the field until midnight, we were back again at 3:30 a.m., on the twentieth and making the last preparations for leaving. As the first streaks of dawn appeared, 6:10 a.m., we took to the air. There were in the plane Lieuts. Hegenberger and Whitehead, co-pilots; Sergeant Wilson, radio operator, and myself, acting as navigator. Mr. Jarvis followed us to Panama by boat.

Once out over the water, we discovered we had a strong wind on the port bow, causing a drift of 17 degrees and cutting down the ground speed from 105 miles per hour, which we had hoped to make, to 82 miles per hour. This caused us little concern except that of landing in darkness should we be delayed to that extent. We flew directly over Cuba, setting our course from Cienfuegas to the Cayman Islands. These islands which lie 200 miles south of Cuba are possessions of Great Britain and we had been instructed not to fly over them. We skirted them beyond the three-mile limit, then set our course for the Seranilla Bank some 400 miles to the South. We hit the Seranilla Bank directly on the course, and reset our direction for Serrana Bank. The next check was Roncador Bank. These are small banks in the sea not large enough to be called islands. They would be utterly inadequate for the landing of a plane. All told us that we were directly on the course.

We then set the compass for the entrance to the Panama Canal but struck Fort Sherman, just three miles away. The course lay along the 80th Meridian approximately all the way. We landed at France Field, Panama, at 5:30 P.M., making the time of the flight 11 hours and 20 minutes for the 1140 miles. This averaged a little better than 100 miles per hour. During the flight we were in constant radio communication with Miami until noon and had interrupted communication with Panama during the afternoon. Our arrival was a great surprise to the personnel of France Field, for they had not known we were on our way. We received, nevertheless, a very hearty welcome.

We remained in France Field until February 26th while the plane in which we were to return was being conditioned. This flight was to lie over Central

America and Mexico to the United States. Our first leg was to Managua and we spent the night there with the Marine flyers who were on duty at that point. The next day we proceeded to Guatemala City where we remained over a day to have the engines checked. On March 1st we left, expecting to make Tapachula, Vera Cruz and Brownsville by nightfall. We landed at Tapachula for gasoline, but on take-off we had engine trouble of such serious nature that we decided to wire the United States for a mechanic and some spare parts. Lieut. Ames S. Albro flew down from Duncan Field, bringing Mr. Finster, a mechanic. Work was started and the plane was in readiness by March 8th. A trial flight was made. But in landing, a strong gust of wind caused the plane to ground loop into a tree stump, and although there was no injury to any of the passengers, it was damaged beyond repair.

That made it necessary for us to find another way of getting home. The Mexican Government immediately, at the order of the President, sent Colonel Pablo Sidar and another pilot with two planes to fly us back to the United States. Colonel Sidar is to Mexico what Lindbergh is to the United States, so that this unsolicited service was a great compliment to the people of the United States as well as to the stranded fliers. Colonel Sidar took us to Mexico City where the government extended every courtesy possible, the Secretary of War receiving us in audience. We remained in Mexico City for two days, then were flown by Colonel Sidar to Laredo, Texas, where we caught busses and trains for Dayton.

The flight from Miami to Panama without stop proved the possibility of direct communication with the Canal Zone in the shortest possible time. It was the first time such a flight had been accomplished in a multi-motored plane, and only once before had it been accomplished by any type plane whatever. As a military maneuver it held considerable importance. Plane and engines functioned perfectly, so the flight was without particular incident. We struck two rain squalls and dodged a third; otherwise the weather was perfect. The difficulties of navigation with the instruments we carried were not great. Three magnetic compasses and one induction compass were installed. A bubble sextant enabled us to learn our position from astronomical observations, if necessary. Drift indicators were carried to be used in connection with smoke bombs to get the wind direction and ground speed. An interesting item of radio equipment was a small battery-operated transmitter set, to be used as part of the equipment of the rubber life raft. In the event of an emergency landing in the sea, the life raft would have been inflated by carbon dioxide supplied at high pressure from special containers, the small radio set with a range of approximately 300 miles being employed to establish communication with steamships in the vicinity. The life raft also was equipped with emergency rations and water bags against a forced landing in the sea. Our noon meal on the flight consisted of coffee and sandwiches.

The trip back lay over magnificent scenery. We had the contrast of mountain peaks, with many smoking volcanoes, and dense tropical jungles. The Mexican people in Tapachula we found exceedingly gracious in their treatment of us. Everything possible was done to make our stay interesting and comfortable and to facilitate our return home. The Army Commander, General Mendez, was especially helpful. Colonel Sidar, detailed by the President to fly us to the United States, is an extremely capable pilot and he showed the utmost consideration and courtesy toward us. The Pan American Airways, whose line runs through Tapachula, also offered us transportation back to the United States, and their kindness was taken advantage of by Sergeant Wilson whom they carried to Brownsville, Texas.

We found airplane travel in Mexico surprisingly advanced. The country is criss-crossed by airlines operating on schedule. The airplane is especially valuable there because of the poor means of ground travel. Railroads are not numerous, and many of the important cities have no railroads whatever. For instance, three cities of from 5,000 to 30,000 inhabitants in the interior of the State of Chiapas have no means of transportation except mule train, horseback, and in the dry season automobiles. The journey from these towns to Tapachula, which is a railroad center, requires from 5 to 8 days in the dry season, and from three weeks to two months in the wet season. There are now two airplanes to these cities each week day from Tapachula, the time required for making the trip being one hour. The flight from Tapachula to Laredo, Texas, took approximately eleven hours of air travel. The same trip by train requires seven days. South of Mexico City, on the great Mexican plateau, is a surprisingly dense population and every acre of arable land is under cultivation. The

mountains surrounding Mexico City are under cultivation up to ten and eleven thousand feet and the whole countryside is dotted with villages.

The flight from start to finish was both delightful and enlightening, not only in the long-distance training received and the contacts with an almost unknown people, but also from the point of view of testing special navigation equipment and the successful military experiment of delivering a long range type of reconnaissance airplane to an airdrome stationed in the Canal Zone in the shortest possible time.

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FOGS PROVE TOO MUCH FOR SELFRIDGE FIELD FLYERS

Six Air Corps pilots from Selfridge Field, Mt. Clemens, Mich., recently passed through the rather unusual experience of taking off for a flight northward in their sturdy little Pursuit planes only to be compelled to return to their home field by automobile. Led by Major Royce, Commanding Officer of the First Pursuit Group, the planes, which were equipped with skiis, took off from the ice of Lake St. Clair on February 21st for a special cross-country flight to Hancock, via St. Ignace, Michigan, during which an inspection of a proposed aerial gunnery and bombing camp at Munising, Michigan, was to be made.

The flight had hardly cleared the lake when a heavy fog blanketed the surrounding fountry, and shortly afterwards a telegram from Major Royce stated that the entire flight had been forced down at Tawas City on that account. The flight, however, landed at St. Ignace at 3:55 p.m., after being forced down again at Oscoda, Mich., by another heavy fog.

Leaving St. Ignace the following morning, the flight was forced down at Newberry, Mich., due to a heavy rain, remained there that night, and arrived at Hancock at about noon the next day. In the meantime the temperature at Selfridge Field had climbed until it seemed that Old King Winter had departed for points further north and was not returning. All this was well except that the sun so weakened the ice on the lake that it would be impossible for the Group to land there on their return, and no landing with skiis could be made on the field since the snow had long since changed to pools and rivulets of water which even the new and modern drainage system on the field could not drain away. This state of affairs was evidently realized by the pilots at Hancock, for many rush telegrams were received requesting weather reports and information as to snow and ice. Conditions at Selfridge were immediately wired Major Royce and arrangements made whereby the flight would proceed to Oscoda so as to land on the ice of Lake Van Ettan. In the meantime, Lieuts. Crawford and Cobb were assigned the duty of transporting to Oscoda six sets of wheels for installation on the Pursuit planes when they arrived.

All this was accomplished, the Transport returning to Selfridge Field the same day, the 24th. In the meantime, however, the only communication received from Major Royce was a telegram from Hancock stating that he would leave there at 9:00 a.m. There being no direct communication between Selfridge Field and Oscoda, it was believed that the flight had been delayed by the fog which early that evening had settled over the surrounding country. Strange as it may seem, however, Major Royce and his pilots arrived at about 6:30 o'clock that evening via automobile. They had gotten into the fog just northwest of Selfridge Field but were forced down at the Packward Proving Grounds at Utica, Michigan. Lieut. Van Auken had lost the rest of the flight in the fog and was forced down into a small field about five miles north of Selfridge. His landing was rather hard, and the plowed field caused such damage that the wrecking truck was sent out the next day. The plane was dismantled and hauled back to the aero repair shop at the field. It was damaged so badly that a major overhaul was required. As soon as the weather cleared the following day, five pilots proceeded to Utica by automobile and ferried the planes back to the field.

Thus another northern flight was completed, but this time the equipment functioned perfectly, the engines, skiis, aircraft and general equipment giving no trouble. The information and experience gained from the recent flight to Spokane helped materially. The engines were started on schedule, and but for the bad weather, for which no cure has been discovered, the flight would have made the trip without delay.

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Major T. Ogata, of the Imperial Japanese Army, was a visitor at the Air Corps Training Center, Duncan Field, Texas, recently. Major Ogata has been visiting various Army fields throughout the country.

SOME BAD NEWS FOR AIR CORPS FIRST LIEUTENANTS

The "Demon Statistician" of the Personnel Division, Office of the Chief of the Air Corps, was burning the midnight oil. With the Promotion List in one hand and a stubby lead pencil in the other he was busily engaged in "figgering." Sheets of paper with numerals scrawled all over them were lying in profusion on his desk, and it could be easily seen that he was having a strenuous session with the particular task before him.

So engrossed was he in his work that he failed to hear the soft tread of a Midnight Visitor in his room, said mysterious person carrying an old oil lamp in one hand and a modern flashlight in the other. It was not until the beam from the flashlight streaked across the desk of the "D.S." that he became aware of the presence of another person in his vicinity, and he started up in alarm. His astonished gaze perceived the wan, haggard features of an Air Corps First Lieutenant who seemed to be slouching along as if in a daze.

"What ho! Diogenes looking for an honest man, eh?" queried the "D.S." as he regained his composure.

The Midnight Visitor halted suddenly, rubbed his eyes and came to. "Sleep walking again," he mumbled to himself.

"What seekest thou," or words to that effect, queried the D.S., "and why the landing lights?"

"I'm only looking for a promotion," returned the "M.V.", hesitatingly. "I really mean no harm."

"Seek no further, brother," said the "D.S." "You happened to come to the right place at the right time. I have it all figured out for you. You see, I have taken the average number of promotions occurring each month for the past t e n y e a r s ; and, if this average holds the same for the balance of this year and up to September of next year, about 142 others who are in the same boat you're in will sport the title of 'Captain' by the fall of 1931.

"Oh! So I'm due for the 'bad' news pretty soon, eh! Well, that's certainly fine 'dope.' I've been waiting so long for it, and it just seemed that it was never coming."

"Well, cheer up," returned the "D.S." consolingly and, scattering the papers on his desk and running down a list of names, added: "Let's see; you're due to celebrate sometime in July. You see, I've been working on this muddle for some time. If, as I said before, the average of monthly vacancies remains constant from now on, one of your comrades in distress is due to take the oath of office as Captain in April, six in May, two in June, eleven each in July and August, nine in September, ten in October, fifteen in November, fourteen in December, one in January, 1931, none in February or March, three in April, twelve in May, thirteen in June, eight in July and nine in August."

"Um, Um.! Ain't that sumpin!" ejaculated the now thoroughly aroused "M.V." unconsciously falling into the dialect of the two famous Radio tooth-paste artists. "Let's see the list, if you don't mind."

"Certainly," said the "D.S.," handing him several sheets of paper. "The dope is all there."

And this is what the "M.V." saw:

Air Corps First Lieutenants due to be promoted to Sept. 1931.

1930

April - - - - Auby C. Strickland

May - - - - - John M. Clark
Roland C.W. Blessley
Arthur Thomas
Louis N. Eller
Ulysses G. Jones
Virgil Hine

June - - - - John P. Richter
John Beveridge, Jr.

July - - - - Michael E. McHugo
James L. Grisham
Earl S. Hoag
Vincent J. Meloy

July - - - - Charles E. Branshaw
Edward W. Raley
Earle H. Tonkin
James T. Hutchison
Edwin R. Page
Harvey H. Holland
Russell L. Maughan

August - - - Walter Miller
Oliver P. Gothlin, Jr.
Eugene B. Bayley
Dache M. Reeves
Leo F. Post
John C. Kennedy
William A. Hayward
Edmund P. Gaines
Harvey W. Prosser

August - - - - -	Clayton L. Bissell	1931	
	Horace S. Kenyon,Jr.	February - - - -	- - - - - - - - - -
September - - -	Leland C. Hurd	March - - - -	- - - - - - - - - -
	Robert V. Ignico		
	Leland R. Hewitt	April - - - - - -	Leonidas L. Koontz
	Robert J. Brown,Jr.		Edward D. Jones
	Clifford C. Nutt		Merrill D. Mann
	Isaiah Davies		
	Arthur W. Vanaman	May - - - - - -	Albert C. Foulk
	Frank O. Carroll		Edward V. Harbeck
	Frederick W. Evans		Edward E. Hildreth
			Samuel G. Frierson
October - - - -	Harry G. Montgomery		Phillips Melville
	Fred C. Nelson		John G. Williams
	James A. Healy		William C. Morris
	Edward M. Morris		Albert B. Pitts
	Charles Douglas		Bernard S. Thompson
	Hugh A. Bivins		Willis R. Taylor
	Burton F. Lewis		Robert D. Knapp
	Elmer J. Bowling		James T. Curry,Jr.
	Orrin J. Bushey		
	Fred S. Borum	June - - - - - -	William B. Souza
			Alfred A. Lindeburg
November - - -	George W. Polk, Jr.		Joseph A. Wilson
	Kellogg Sloan		Clements McMullen
	Devereux M. Myers		Ames S. Albro
	Alfred W. Marriner		Milo McCune
	Guy H. Gale		Chas. M. Robinson
	Muir S. Fairchild		Benjamin B. Cassidy
	James G. Taylor		Charles Y. Banfill
	Leland W. Miller		Myron R. Wood
	Raphael Baez, Jr.		Frank B. Tyndall
	Robert H. Finley		Maxwell W. Balfour
	Don L. Hutchins		Robert T. Cronau
	Clarence H. Welch		
	Ennis C. Whitehead	July - - - - - -	Isaac J. Williams
	Alfred J. Lyon		Clarence E. Shankle
	Harold L. Clark		Donald L. Bruner
			Lloyd C. Blackburn
December - - - -	Sam L. Ellis		Audrey B. Ballard
	George G. Lundberg		John H. Gardner
	Eugene L. Eubank		Wm. C. Goldsborough
	Lawrence A. Lawson		Walter R. Peck
	Bayard Johnson		
	Frank M. Paul	August - - - - -	Edward H. Wood
	Samuel M. Connell		Emil C. Kiel
	Charles B. DeShields		Harold L. George
	John E. Upston		Lewis A. Dayton
	Reuben C. Moffat		Younger A. Pitts
	Russell M. Greenslade		Howard L. Bogert
	Paul L. Williams		Burnie R. Dallas
	Clarence P. Kane		Benjamin Griffin
	Harry Weddington		Ward F. Robinson
1931			
January - - - -	Samuel C. Eaton, Jr.		

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Recent additions of general interest to the files of the Information Division were the following mimeographed pamphlets:

U-941 The Young Man and the Army Air Corps.
U-955 A Short History of Mather Field, Calif.
U-956 Airplanes Used at the Air Corps Field Exercises, 1930.
U-957 Biography of Brigadier-General William E. Gillmore, Assistant to the Chief of the Air Corps.

These pamphlets may be secured upon application to the Information Division, Publications Section, Office of the Chief of Air Corps, Washington, D.C.

SELECTING A VOCABULARY FOR RADIO TELEPHONY

The roar of the motors imposes a considerable handicap upon airmen who attempt to carry on conversation in the air via radio. For this reason experiments have been made by Air Corps officers at Rockwell Field, Coronado, Calif., on certain words which can be heard to the best advantage. In all, 500 words were selected for the first elimination list, and this number was subsequently cut to an even hundred. Consonants especially are hard to hear, except where the vowels in the words predominate. A misunderstanding in messages easily enough could cause damage, and so the officers have spent more time than can be imagined in selecting their list of words, the favorites being "Right"; "Left"; "Stop"; "Okay"; "Good" and "Hit," all of which more or less referring to target practice. In the word "Right" for example, the "r" and the "t" are scarcely heard, but only the vowels "__igh_" and in "good" it is the "_oo_" and so on.

The act of telephoning by radio from plane to plane has advanced to such an extent at Rockwell Field that the game today is no longer an experiment, nor even an amusement. It is almost an every day business at the field at present. A check up of recent radio activities at the field records at least five occasions where the business in hand could not have been performed without the use of the well known ear phones.

For instance, there is the concrete case of Lieut. C.H. Howard. His performance of the duties of Post Exchange Officer demanded so much of his time that not enough daylight was left for him to get in the requisite amount of flying time to entitle him to draw flying pay. Availing himself of the opportunity to make a trip by air on official business, he was about to make a landing at the field on his return when it suddenly occurred to him that if he could stay up for another half hour he would by just luck squeeze in the required amount of flying time. He telephoned down to Lieut. Valentine, Commanding Officer of the 11th Bombardment Squadron, asking if it was true that he needed only another half hour. After checking up the records, Lieut. Valentine phoned back to Lieut. Howard that his calculation was correct. The latter then requested and received permission to keep the plane aloft for another 30 minutes.

In another instance both the Pursuit Squadron and the Bombing Squadron were pressed for time to complete their full training schedule of target practice. Bad weather and fog handicapped the training throughout the week, but on one day the sky promised to remain clear for about an hour or so before the fog closed in again. Because of the closeness at Rockwell Field of the machine gun target for the Pursuit planes to the target for the Bombardment planes, neither squadron can hold target practice at the same time.

The 95th Pursuit Squadron took off on target practice first, and while they were practicing the bombers were climbing to their bombing altitude. Yet there was no way for them to tell when the Pursuit planes were through. At the proper moment the bombers were notified by radio telephone that they could proceed with their practice. No time was lost and the bombers began carrying on where the Pursuit planes had left off, and in this way the training schedule for both organizations was completed just before the fog rolled in again.

A third case presented itself when, during a cross-country flight from Rockwell Field to San Francisco, the 11th Bombardment Squadron, led by Lieut. Valentine, the Commanding Officer, encountered bad weather. Instead of the weather improving it grew worse when Bakersfield was reached. Confronted with the possibility that if the planes continued on to San Francisco they might meet such bad weather that they could not land, nor would they have enough gas to enable them to return, Lieut. Valentine instructed his radio operator to tune in on the Western Air Radio Reports. These came each hour, and through them the Squadron learned that the weather was clearer ahead. The bombers continued northward without risk and were soon in the clear.

The aerial or antenna of the planes, instead of being stretched across the wings as might be presumed, are lowered overboard to trail behind as soon as the plane is in the air. These aerials are termed "fish" because of the strange shape of the six-inch leads at their ends. These "lead fish" dangle behind 125 feet, as if attached to a fish line, and every now and then a pilot forgets to reel in the "fish" before landing. This causes no damage to the plane but does wreck the antenna.

During a recent landing at Oceanside, Calif., this antenna was rigged with one end to a fence post, and a steady communication was established with Rockwell Field, proving that the radio can be invaluable during a forced landing

in some wilderness.

In the original tests while in the air the generation was produced by a miniature propeller erected on the fuselage. The little prop was whirled by the wind like a toy windmill. But batteries are used now and work better.

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COMMENDATION FOR LIEUT. CORKILLE

For his exhibition of coolness, courage and judgment in an emergency which would have justified his resorting to his parachute in order to save his life, Major-General James E. Fechet, Chief of the Air Corps, addressed a letter of commendation to 1st Lieut. John D. Corkille, Army Air Corps, on duty with the Flying Branch of the Materiel Division, Wright Field, Dayton, Ohio.

While flight-testing an airplane at an altitude of 7,000 feet, a faulty carburetor caused the engine to cease functioning. In the consequent flooding of the carburetor, the raw gasoline pouring from the scoop was blown by the slipstream along the fuselage and into the bottom of the pilot's cockpit. This gasoline ignited and caused a serious fire in the cockpit.

Instead of abandoning the plane, Lieut. Corkille waited until the fire subsided and then proceeded to land safely at the home field.

"Your presence of mind and quick thinking on this occasion prevented a much more serious accident," General Fechet stated in his letter, "and not only saved valuable public property from destruction but has permitted an investigation to determine the cause of the fire, which would have been impossible had the airplane been allowed to crash. Your conduct on this flight was highly commendable and is worthy of the best traditions of the Army Air Corps."

Immediately after the gas was ignited by backfire, Lieut. Corkille turned off the supply, but the heat in the cockpit became so intense that he made ready to jump. The act of cutting off the gas supply, however, caused the fire to subside sufficiently to enable him to return to his seat and glide his plane for a landing on the field. On the way down, at about 2,000 feet altitude, the gas was turned on again to try to catch the motor, but when he noticed the raw fluid again coming back in the fuselage, the supply was again cut off. Immediately thereafter the fuselage started blazing, but the fire lasted only a few seconds and burned out. When the gas was turned on again the engine started to run and the plane was landed.

Subsequent examination of the plane showed evidence of a very hot fire in the cockpit which burned through the fabric of the fuselage on the right side, burned off connections to the instruments and sorched the paint on the metal fuselage members.

Lieut. Corkille is one of the veteran flyers of the Army Air Corps. He served as the pilot for Captain Albert W. Stevens, Air Corps, on the remarkable photographic expedition last summer to the scenic northwest, when aerial photographs of mountain peaks were taken from a distance of 227 miles. On the eve of the last inauguration, Lieut. Corkille piloted Captain Stevens on a night photographic mission over Washington, when several interesting flashlight photographs were taken of the Capitol and The White House.

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MICHIGAN NATIONAL GUARD AIRMEN STAGE AERIAL DEMONSTRATION

The formal inspection on February 15th of the 107th Observation Squadron, 32nd Division Air Service, Michigan National Guard, was featured by an aerial review, formation flying and a bombing mission over Lake St. Clair. The three O-2 Observation planes flown in this mission were equipped with machine guns, radio apparatus, camera and bombs. Major Floyd E. Evans, Commanding Officer of the Squadron, led the flight, with Lieut. J.R. Walsh as observer. Lieut. C.H. Wilson, with Lieut. R.C. DesAutles as radio operator, flew No. 2 position, and Captain H.L. Emhoff, with Lieut. J.G. Kalec as photographer, flew No. 3 position with six bombs attached to the lower wings. This formation was escorted by nine pursuit planes from Selfridge Field under the command of Major Ralph Royce. Radio communication was maintained with the field and broadcast through loud speakers to the public.

Between four and five thousand persons had assembled to witness the maneuvers despite the fact that the temperature was only eight degrees above zero.

CRISSY FIELD AIRMEN MAKE FINE SHOWING IN PISTOL PRACTICE

By the News Letter Correspondent

Ninety percent of the personnel of the 91st Observation Squadron, stationed at Crissy Field, Presidio of San Francisco, Calif., made qualifying scores in their pistol practice (main season) which was completed on March 1st. Of the 140 enlisted men who fired, 30% qualified as experts, 21% as sharpshooters and 39% as marksmen. The total number of men qualifying was 127, or 90%.

The News Letter Correspondent states that while this probably does not constitute a world's record or any other record, we feel that our men may well be proud of the results, which were due principally to the efforts of 2nd Lieuts. William Ball, Air Corps; Nelson D. Jenkins, Air Reserve, and Staff Sergeant William B. Townsend, 91st Observation Squadron. In addition to demonstrating his ability as a pistol marksmanship instructor, Sergeant Townsend proceeded to practice personally what he preached, for he attained the highest score of all officers and men firing.

The following men qualified as Experts with the scores indicated:

Staff Sgt.	Wm. B. Townsend	97.8%	Sergeant	Roy B. Brooks	90.4%
Private	John W. Shadowens	97.	Private	Chas. W. Gordon	89.2
Private	Vincent J. Hobart	94.1	Corporal	Oliver Swihart	89.2
Sergeant	Charles H. Irwin	94.	Sergeant	Reinat Olsen	89.1
Private	Ray E. Covey	93.5	Staff Sgt.	E. J. Raymond	89.
Private	Paul E. Overby	93.3	Pvt. 1st Cl.	G.B. Corkran	89.
Private	James E. Beeson	93.1	Private	William H. Evans	88.7
Pvt. 1st Cl.	Lee I. Traxler	92.	Private	James H. Lane	88.7
Private	John B. Gresham	92.	Pvt. 1st Cl.	Jos. Danhoff	88.6
Pvt. 1st Cl.	Harold F. Gilbert	91.6	Pvt. 1st Cl.	John Benedict	87.6
Private	Sparr E. Olsson	91.3	Pvt. 1st Cl.	K. A. Hambel	87.2
Sergeant	Peter N. Feeney	91.2	Private	Paul L. Heuett	87.1
Pvt. 1st Cl.	George J. Bruns	91.1	Private	Theo. E. Johnson	87.
Private	John I. Felkey	91.	Private	Willis P. Allen	86.6
Private	Arthur Kind	91.	Private	Howard C. Hume	86.6
Sergeant	James Forshaw	90.8	Pvt. 1st Cl.	Roy E. Woodruff	85.7
Corporal	John A. Robinson	90.8	Staff Sgt.	H. B. Kannolt	85.6
Pvt. 1st Cl.	Murl M. Clark	90.8	Private	Frank D. Hicks	85.5
Private	Walter E.Schwager	90.8	Private	Carl A. Stein	85.3
Private	Vernon R.Drinkwine	90.6	Private	Wm. G. Harrison	85.1
Private	Miller O. Jackson	90.6	Staff Sgt.	Dan C. Pruitt	85.

Practically all of the officers stationed at the field made qualifying scores in their pistol practice, for of the 21 officers who fired, 43% qualified as experts, 14% as sharpshooters and 39% as marksmen. The following are our experts, with their respective scores:

1st Lieut. Joseph R. Hargrove, Air Reserve,	94.5%
2nd Lieut. George W. Hansen, Air Corps,	92.6
2nd Lieut. Edward V. Pettis, Air Reserve,	92.6
2nd Lieut. Kenneth C. Brown, Air Corps,	90.
2nd Lieut. Otis B. Crawford, Air Reserve,	89.3
2nd Lieut. Henry B. Fisher, Air Reserve,	89.2
1st Lieut. LeRoy A. Walthall, Air Corps,	87.1
2nd Lieut. Allen Chapman, Air Reserve,	85.7
2nd Lieut. Nelson D. Jenkins, Air Reserve,	85.1

It was necessary to curtail somewhat the preliminary exercises, such as trigger-squeeze, sighting, etc., due to the receipt of orders for the 91st Observation Squadron to proceed to Mather Field the beginning of March as advance guard for the annual Air Corps Maneuvers to be held there from about April 1st to April 24th. For the same reason it was necessary to delay until a little later the pistol firing of the 15th Photo Section.

The personnel of Crissy Field anticipate a busy two months in preparing Mather Field for the Air Corps Maneuvers, administering that field during same, participating therein as the only observation squadron, and maintaining the necessary post overhead at Crissy Field. We hope to perform all these duties in a creditable manner and, during March, accomplish at least some aerial gunnery training which was originally scheduled for April.

STRANDED SELFRIDGE AIRMEN MAKE LONG TREK OVER SNOW

It will be recalled that Lieut. Norman D. Sillin, Air Corps, a member of the Arctic Patrol Flight of the 1st Pursuit Group, was forced down at Cooks, Michigan, on the return trip, due to a broken connecting rod. After a delay of four days he flew in to Selfridge Field on February 2nd, thus accounting for all the Pursuiters who started on the memorable flight to Spokane. In the last issue of the News Letter it was stated that Lieut. Harry A. Johnson in a C-9 Transport, accompanied by four mechanics, and ferrying a new engine, flew to the spot where Lieut. Sillin landed but was forced to go to Manistique, the nearest airport, from which place the engine was hauled to Cooks.

On taking off from Manistique for the return flight to Selfridge Field, Lieut. Johnson was forced to fly low due to snow, when suddenly the right and center engines quit and the Transport stuck her nose down. It was all over, however, before reaching hands could grasp whatever there was to grasp, and when everyone was out of the plane and the startled mechanics had a few minutes to quiet their palpitating hearts they found themselves waist deep in snow and evidently miles and miles from any sort of habitation.

Immediate and careful inspection disclosed the fact that the landing had been made on a small field on the side of a large hill and that under the snow the entire field was dotted with stumps. In landing, one of these stumps tore off the right skii and the subsequent jar had thrown the right engine entirely out of the mounting, destroying that wing. It did not take a great deal of thought or concentration to bring home the fact that the plane would require a complete overhaul and if they were going any place they might as well get started. Luckily, just before landing, Lieut. Johnson had spotted the town of Alba, Michigan, and the long trek over the snow-covered, untracked hills began. No trails or roads had been broken through for days and it was a leg sore and weary gang that finally, at dark, trooped disconsolately into this little northern town.

Many days the crew spent in this north country among kind and friendly farmers before the ship could be dismantled and hauled over hastily improvised roads to the freight station at Alba, where shipment was made to the Ford Company at Dearborn, Michigan.

Several days later all the personnel reached Selfridge Field high in their praise of the hospitality of the snow-bound farmers in upper Michigan.

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ONE-WHEEL LANDINGS

Lieut. Richard E. Cobb, Air Corps, flying a C-1, recently made, minus one wheel, a perfect two-point landing at the Fairfield Air Depot, Ohio. The wheel was lost soon after taking off from Selfridge Field. With him were three passengers, Lieuts. Underhill, Giovannoli and Rhudy. The story of their predicament was telephoned ahead and the usual signal was given prior to settling down the Transport. The airmen returned to Selfridge Field in four P-1's which had received major overhauls in the Fairfield shops.

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Successfully accomplishing the hazardous feat of landing a huge bomber with only one good wheel, Lieut. William Groen, Jr., Rockwell Field pilot, saved his life and that of five enlisted passengers on the afternoon of March 4th.

Lieut. Groen was piloting a Keystone LB-7 bomber and took off as one member of a three-plane formation. In some manner one of the wheels of the plane was so badly damaged in the take-off that it was useless, but those in the plane were unaware of the fact. When those on the ground saw what happened, Captain H.M. Elmendorf and Lieut. I.A. Woodring took off in pursuit of the bomber, and by diving and other maneuvers attracted the attention of the occupants of the bomber. A mechanic looked over the side, saw what was wrong and wrote a note to Lieut. Groen, explaining the situation. By this time the bomber was at an altitude of about 1500 feet.

Circling down over the field, Lieut. Groen signalled that he was about to land. All precautions for an accident were taken at once. The army ambulance and the fire engine took up stations at the indicated landing place, and with breathless interest those on the ground waited for what they feared might be a serious crash. Lieut. Groen, however, was master of the situation and, tipping his plane away from the side on which the damaged wheel was attached, landed on one wheel, bumping along over the field until he was no longer able to balance the slowing plane. There was a crash and a ripping of fabric, and the plane

settled down in a cloud of dust. Ambulance and fire engine crews rushed to the spot but, happily, they were confronted by the pilot and crew of the plane emerging unhurt from the wreckage.

One wing of the plane was wrecked, but neither the motors nor the propellers were damaged. Fellow officers declared that Lieut. Groen's landing was a perfect one and that his skill alone averted what might otherwise have been a major accident.

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NIGHT FLYING AT SELFRIDGE FIELD

Night flying, something which heretofore was confined to arrivals after dusk at Selfridge Field, actually became a reality, and from the interest it created over the surrounding country an interesting treat was afforded those who witnessed the flights. The roads leading to Selfridge Field were thick with cars, and hundreds were parked along the paved road west of the field.

This particular night flying consisted of a test by the 15th Observation Squadron of the modified Mark I Airplane Flares. Flights were made on the 19th, 20th and 21st, and the billion candle-power BBT floodlight covered the field for landings and take-offs with daylight. This particular light is just another remarkable creation - one which recalls the time at Paranaque Beach in the Philippines when we poured a Tee of gasoline on the very small flying field and ignited it so that Captain Ira C. Eaker, returning from Stotsenburg, might know the wind direction and the approximate location of the field. At that time all was rush, worry and chaos. Now all we do is to just push or pull a switch. What a difference!

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ENDURANCE FLYER DROPS IN AT SELFRIDGE

Practically everyone with any time in the Air Corps at all remembers Byron K. Newcomb, ex-Staff Sergeant and pilot extraordinary, who for so many years was a member of the First Pursuit Group. He paid a visit to Selfridge Field the other day, driving in from his home town in Akron, Ohio, where he has been employed as a pilot.

Newcomb joined the Air Corps as a Cadet at Carlstrom Field, Arcadia, Fla., on January 1, 1920, going to the Advanced Flying School at Ellington Field, Houston, Texas, on September 1st. Upon his graduation he was immediately assigned to duty as flying instructor at Carlstrom Field.

In January, 1922, Newcomb was assigned to the 1st Pursuit Group, then at Ellington Field, with which organization he remained, except for details in 1923, 1924 and 1926 as an Instructor at the Air Corps Primary Flying School at Brooks Field, Texas, until November 1, 1928. On this date Sergeant Newcomb was discharged by purchase to enable him to accept a position as an instructor in a flying school at Cleveland, Ohio. Flying over Cleveland in a Stinson plane with another ex-Staff Sergeant of the Air Corps, Roy L. Mitchell, he broke the then existing world's record for continuous flight.

At the time of his discharge from the military service, Newcomb had flown practically every type of military aircraft and had a total of 3,493 hours and 5 minutes in the air as pilot.

Readers of the Air Corps News Letter will remember Newcomb for many things-probably mostly for his argumentative disposition and his keen and scathing wit. Newcomb would argue about anything. There was one argument, however, which he never won, which was demonstrative of that particular "weakness" in his disposition. Like most arguments, no one remembers how it started. It pertained, however, to a bullet fired from a gun at the rate of 60 miles per hour with the gun mounted on a train moving in the direction of fire at the same rate of speed. Whichever side Newcomb took, the entire section arrayed themselves solidly against him, and when he finally slammed on his hat and burst from the room the bullet was half in and half out of the muzzle of the gun.

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The Secretary of War has directed that the band of the First Chemical Regiment, Edgewood Arsenal, be rendered inactive on April 4, 1930, and its personnel transferred in grade and rating to the band of the Air Corps Primary Flying School, March Field, Calif. After the transfer has been effected the band will be moved as early as practicable to Brooklyn, N.Y., from which port it will sail by transport to San Francisco, and thence by rail to March Field.

MEMORIAL UNVEILED AT FAIRFIELD TO ITALIAN AIRMAN

The ceremony of unveiling a tablet in memory of Lieutenant Giovanni Pirelli, Italian aviator, a member of an Italian Military Mission to the United States, who was killed at Wilbur Wright Field on February 4, 1919, when the Balilla airplane he was piloting plunged to the ground from 200 feet, took place at Fairfield, Ohio, at 3:30 P.M. on Wednesday, March 12. Services were held on the spot on which the plane fell, where the tablet, which is of stone, measuring 20 by 30 inches, is placed. All officers of Wright Field and Fairfield were present.

General Foulois made the opening address. Presentation of the tablet to the United States Government was made by Commander Silvio Scaroni, Air Attache of the Royal Italian Embassy, Washington, D.C., and its acceptance acknowledged by Major H.H. Arnold, Commanding Officer of Fairfield. Commander Scaroni and Major Paolo Sbornaroni arrived from Washington on the morning of the ceremony.

Lieutenant Pirelli was 35 years old when he fell to his death in 1919. He was a member of a prominent family of Milan, Italy, and had spent three years upon the Italian-Austrian battle front. He was credited with downing at least four enemy airplanes and had been decorated four times for his daring and bravery, one award being a special military cross of merit from the Italian Government.

General Foulois said in part: "During the uncertain weeks immediately following the Armistice, it was essential that experimental and research activities should "carry on" until conditions were definitely settled. It was while cooperating to the full with American engineers and giving them the experience of his broad aerial experience that Lieutenant Pirelli's end came so suddenly. His extreme devotion to duty and unusually pleasing personality endeared him to our hearts from his very arrival in this country. He was one of us in a common cause. - - Eleven years have passed but his sacrifice has not been in vain. His example while among us and his passing at a time when he was so actively engaged in service to two great nations can not be soon forgotten. It is an important link in the bond of friendship between Italy and America."

Commander Scaroni in the presentation address spoke of having served with Lieutenant Pirelli in the World War and of the love and respect the officer held both for his remarkable personality and his ability. His Italian brother officers felt that Italian Aviation could have been better represented in the United States by no other. He thanked the United States and the historic Fairfield for allowing the stone to be placed in commemoration of his lost comrade, both in the name of Pirelli's family and in his own name, and felt that the simple stone would always stand as a symbol of the spirit of cooperation and friendship between the American and the Italian peoples.

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CONNECTICUT AIRMEN FLY TO MIAMI

As a means of training in cross-country flying for officers of the 118th Observation Squadron, C.N.G., permission was requested of and granted by the Militia Bureau for a flight of this organization to attend the National Air Races at Miami, Fla.

The following officers and men made up the flight:

Major H.E. Johnson	Staff Sgt. E.M. Walker
1st Lieut. H.H. Mills	Staff Sgt. H.H. Homan
1st Lt. E.L. Markham	1st Lieut.R.M.Webster,D.O.L.,A.C.Instructor.

The three planes used were an O2K, flown by Major Johnson; an O-11, flown by Lieut. Mills; and an XO-12, flown by Lt. Webster.

This flight was accompanied by a civilian plane, owned by the Department of Aeronautics, State of Connecticut, a Vought Corsair, which was flown by Capt. H.W. Generous, 118th Observation Squadron, and carrying as passenger Capt. C.M. Knox of the 118th Observation Squadron.

Plans were made to leave Hartford at 8:00 A.M., January 10, but, due to heavy fog, the start was delayed until 1:40 P.M.

The first leg of the hop landed the flight at Bolling Field, Washington, where the airmen remained over night.

On January 11th, the flight left Bolling Field at 8:50 A.M. for Pope Field, Fayetteville, N.C., via Richmond and Raleigh. Visibility was poor and

the flight did not ascend over 1,000 ft. of altitude. At 11:30 A.M. the flight landed at Pope Field, lunched at the Officers' Mess, and at 1:00 P.M. departed for Jacksonville, Fla., via Charleston, S.C., and Savannah, Ga. About forty miles outside of Charleston weather and low clouds were encountered and flying was difficult. From that point on the Georgia Swamps were very much in evidence.

On arriving at St.Simon's Island, near Brunswick, Ga., the fog increased and, due to the low clouds, the first two ships in the flight were separated from the second two. For that reason Major Johnson and Capt. Generous turned back and landed at Redfern Field, St.Simon's Island. Lieuts. Mills and Webster continued on and landed at Jacksonville, Fla., at 5:20 P.M.

The two planes which landed on St.Simon's Island were held there by bad weather for two days. Lieuts. Webster and Mills left Jacksonville at 1:30 P.M. on the 13th and arrived at Miami at 5:15 P.M. On January 14th the fog lifted sufficiently around St.Simon's Island to enable Major Johnson and Capt.Generous to get off. They left at 11:00 A.M. and landed at Jacksonville 40 minutes later in a light rain. After the ships were serviced the airmen took off at 12:45 P.M. for Miami and arrived there at 4:30 P.M.

The flight remained in Miami on January 15th and 16th, since the races continued through the 15th. On the following day motor trouble was experienced on the Vought "Corsair", which held the flight in Miami all through that day.

January 17th at 9:30 A.M. the flight took off for St.Petersburg, Fla. There were low clouds for the first half hour but the flight progressed to a higher ceiling and more favorable flying conditions. The flight passed over the south end of Lake Okeechobee and past the old Air Service Flying School field at Arcadia, and landed at St.Petersburg at 2:00 P.M.

Governor and Mrs. Trumbull of Connecticut who were spending a few weeks at St.Petersburg, were at the airport to meet the flight when it arrived.

Due to rain, the flight remained at St.Petersburg on the 18th, but on the 19th departed at 10:50 A.M. for Tallahassee, Fla., with best wishes from the Governor and Mrs. Trumbull, who were at the airport to see the flight take off.

About thirty minutes out of St.Petersburg, and flying at an altitude of 1,000 ft. due to low ceiling, the O-11, flown by Lieut. Mills, developed motor trouble. As a result, the entire flight turned back to Tampa for repairs. The necessary repairs having been taken care of, the flight took off for Tallahassee at 1:30 P.M., and arrived there at 4:00 P.M.

On January 20th, the flight left Tallahassee at 9:55 A.M. for Birmingham, Ala. Flying conditions were good, except for first twenty-five miles out, when some fog was encountered. The flight landed at Robert's Field, Ala. (Birmingham) at 12:25 P.M. and were the guests of the officers of the 106th Observation Squadron.

Weather reports indicated that they were liable to encounter bad weather between Birmingham and Nashville and so decision was made to remain in Birmingham for the night.

January 21st being rainy and foggy, the flight remained at Birmingham.

On January 22d, from early morning to about 2:00 P.M., weather conditions were very poor with exceptionally low ceiling and plenty of rain. At 2:45 P.M. weather conditions looking more favorable, the flight left Birmingham for Nashville, Tenn. Flying conditions were very poor, a heavy haze and low ceiling prevailing. The flight, however, pushed on to Murfeesburg, Tenn., and landed at 4:30 P.M., at Sky Harbor Airport. Although the flight landed at Sky Harbor, Murfeesburg, it continued on by motor bus to Nashville where it was met by members of the Air Service, Tennessee National Guard, and was their guest for that evening. It was the good fortune of this flight to meet Lieut. Vincent Meloy of the Militia Bureau who happened to be at Nashville at that time.

On January 23d the flight left Murfeesburg at 9:45 A.M. at a temperature of about zero, and arrived at Dayton, Ohio, at 12:35 P.M., where they found that the temperature around nine degrees below zero. During the flight, Capt. Generous in the Vought, who was leading the flight, had the misfortune to freeze his face. Through immediate medical attention, however, Capt. Generous will not experience any bad effects.

The flight remained at Dayton the rest of the day and departed for Cleveland on January 24th at 2:25 P.M. A strong tail wind speeded the flyers onward and at 3:40 P.M. they landed in Cleveland where they were the guests of the Chamber of Commerce and the Officers of the 112th Observation Squadron.

Weather reports being bad and showing some snow around Buffalo, the flight remained on the ground on the 25th, but on the 26th they left Cleveland at

10:55 A.M. for Buffalo, arriving there at 12:30 P.M. where the ships were serviced. At 1:45 P.M. the flight left Buffalo for Hartford, arriving at 4:40 P.M., after a very cold trip.

Members of the flight feel that very worthwhile contacts were made on this trip and it is their hope that it may be repeated in future years.

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LARGE CLASS TO ATTEND AIR CORPS TACTICAL SCHOOL

The largest student class in the history of the Air Corps Tactical School, Langley Field, Va., is scheduled to start the next course in the latter part of August. A total of 25 students - 5 Majors, 10 Captains and 10 First Lieutenants) are under orders to report to the Commandant of the School not later than August 24th, viz:

Majors

Lawrence S. Churchill, Langley Field, Va.
Ralph P. Cousins, Philippine Department
S. W. FitzGerald, Brooks Field, Texas
Walter G. Kilner, Langley Field, Va.
Charles B. Oldfield, Brooks Field, Tex.

Captains

Wm. V. Andrews, Langley Field, Va.
Robert G. Breene, Wright Field, Ohio.
Claire L. Chennault, Brooks Field, Tex.
Idwall H. Edwards, March Field, Calif.
Wm. S. Gravely, Kelly Field, Texas.
Thomas W. Hastey, O.C.A.C. Washington.
Lester T. Miller, Langley Field, Va.
Victor H. Strahm, Selfridge Field, Mich.

Captains (Cont'd)

Donald Wilson, Langley Field, Va.
Harry H. Young, Instr. N.G., St. Louis.

1st Lieutenants

Harold W. Beaton, Langley Field, Va.
Chas. C. Chauncey, Langley Field, Va.
Burnie R. Dallas, Rockwell Field, Calif
Eugene L. Eubank, Wright Field, Ohio.
Emil C. Kiel, Kelly Field, Texas.
W. T. Larson, Kelly Field, Texas.
George C. McDonald, Langley Field, Va.
George A. McHenry, Ft. Crockett, Tex.
Wm. J. McKiernan, Langley Field, Va.
E. C. Whitehead, Wright Field, Ohio.

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AIR CORPS OFFICERS DETAILED TO ARMY WAR COLLEGE

The detail of four field officers of the Air Corps to duty as students at the Army War College with the August, 1930, Class, will involve changes in as many important assignments. The four officers who received orders assigning them to the War College are Major James E. Chaney, Commandant of the Advanced Flying School, Kelly Field, Texas; Major Jacob E. Fickel, Executive Officer of the Materiel Division, Wright Field, Ohio; Major Walter H. Frank, Assistant Commandant of the Air Corps Tactical School, Langley Field, Va.; and Major Hugh J. Knerr, Commanding Officer, 2nd Bombardment Group, Langley Field, Va.

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MANEUVERS IN THE PHILIPPINES PHOTOGRAPHED

The 6th Photo Section, stationed at Nichols Field, Rizal, P.I., had a busy month performing a considerable amount of photographic work in connection with the recent Philippine Division Maneuvers which were held at Batangas and vicinity, 50 miles south of Manila. A reconnaissance strip was made of the road from Manila to Batangas, also a mosaic of Batangas Bay and inland, approximately 100 square miles, at scales of 1-10,000 and 1-12,000, delivering the prints to all departments interested prior to the start of the maneuvers.

Daily photographic missions were flown during the course of the maneuvers over truck trains, marches, camps, batteries and bridges. The laboratory work was done at Nichols Field, and the finished photographs sent by plane to Batangas and dropped the same morning they were taken.

GRADUATION OF ADVANCED SCHOOL STUDENTS

The graduation exercises of the Advanced Flying School, Kelly Field, San Antonio, Texas, were held on February 27th. The aerial review scheduled for 9:00 a.m., was cancelled because of rain.

The graduation exercises were held in the Officers' Club at 11:00 a.m. Brigadier-General Halstead Dorey, Commanding General, Second Division, delivered the principal address and presented the graduation certificates. Brigadier-General Frank P. Lahm introduced General Dorey and presented the Reserve commissions. The wings were pinned upon the graduates by Major C.L. Tinker, Assistant Commandant of the Advanced Flying School.

This graduation class has the distinction of having more Reserve officers accept active duty than any previous class. Out of the 81 Flying Cadets graduating, 71 have accepted duty with tactical units. The graduating class numbered 95 students, 14 being officers of the Regular Army.

LOST SPRING ON NORTH ISLAND RE-DISCOVERED

The lost spring on the Rockwell Field side of North Island which a century and a half ago was used to supply Spanish soldiers, whalers and before that, perhaps, pirates; was re-discovered on February 6, 1930.

The first known record of the spring dates back to 1793, when Fort Gurjarros was established on Ballast Point for the protection of the Spanish Mission. The soldiers were tipped off to the knowledge that such a spring existed from tramp sea captains, who in turn had learned of the spring from the last remnants of Pacific pirates. The soldiers rowed across the channel to the well, rather than row clear up the Bay to San Diego River. And so for a time the little well on North Island supplied all the inhabitants on what is now called Point Loma.

In 1803, American trading and whaling vessels began putting into the channel for water. They pulled their row boats upon the sand of what is still known as Whaler's Bight. The water from this tiny spring on North Island was also taken across the channel to the workmen of the hide houses near the present La Playa. In fact, the spring during those years was the only reason persons ever touched on North Island.

In 1846 the Island changed from nobody's land to a private concern. A family lived on the island for a while and used the spring water. Then the family moved away and the spring just faded from knowledge.

For fifty years or so, historians hunted for the diminutive spring on North Island but could not find it. To persons not acquainted with North Island, this fact perhaps seems strange. Strangers or visitors see the hangars and the smooth land where the planes land and it looks as if nothing whatever could be lost from sight on the pool-table flatness. The southwestern corner of the island where the planes do not land is, however, segregated from the rest of the island by a salt water marsh coming in from Whaler's Bight. The deserted area is about four square miles and covered by sand dunes and desert growth. The spring was known to be concealed somewhere in this territory, but nobody knew just where.

Major H.H. Arnold, A.C., when in command of Rockwell Field in 1923, located the spring in an effort to complete the History of North Island. However, insufficient markers were left, but a clue that it was somewhere north of an old brick wall was all the information available. Searchers time and again spent hours treading through the brush of the sand dunes, but to no purpose. And this seems odd, because a hundred years previously this spring was the only thing for which North Island was used.

On February 6th, Major Carl Spatz, Commander of the 7th Bombardment Group, and Lieut. Harold W. Bowman, publicity officer for Rockwell Field, set out determined to find the spring or give up all future attempts - as far as they were concerned. After hunting most of the morning, they gave it up, and were returning to Post Headquarters, when one more clump of brush was attempted, because the brush had a green growth on it. Also, the sand in this special gully was marked by trail tracks. Presently two big jack rabbits sprang from the thicket. This looked promising to the searching party. But still the spring could not be found. The spring would still be undiscovered had the searchers in penetrating the brush not sighted an old water keg and a few bleached bones. The thicket much higher than a man's head, had completely submerged the spring and the decaying vegetation had filled the hole which the whalers had kept open. With an axe and shovel an entrance was hacked through the stiff growth, and sure enough, in the very heart of the roots was a dark hollow, and in the hollow was water.

Lieut. Bowman stooped down and tasted the water. It was fresh. As he began digging the old well revealed itself. New water, too, ripped in rapidly. This was the spring so many persons during past years had been searching for. Major A.L. Sneed, Commanding Officer of Rockwell Field, was immediately notified. Now that the spring has been found, it will never be lost again. Major Sneed is anxious for it to be preserved, perhaps, lined with cement. He, as well as many others, is of the belief, geologically, that the San Diego River, an underground stream, flows below the bottom of San Diego Bay, and is separated from the Bay by a layer of rock and clay. The river, it is said, could flow under North Island. At one time funds were requested to make soundings but the request was disapproved. However, if such a water supply is found, it could furnish water to both the Army and Navy activities stationed at North Island.

A later item received from the Rockwell Field Correspondent states that the bones of a whale that lived, perhaps, a million years or more ago has lain beneath North Island happily oblivious to landing wheels. The whale would be there yet - and much of it is - except for the prodding shovels of Rockwell Field prisoners. They were sent out to clean open the old spring re-discovered on the Island, the spring which pirates and Spaniards used prior to the 18th Century.

The whale was down there, fossilized and its old weary bones heavily plated with silica. The prisoners, as they struck into the ribs, did not know it was a whale, nor did anybody know it was a whale, for the spring is a good half-mile from the edge of the nearest beach. And, too, there are shrub trees and desert grass around the spring. A few thought the bones were those of a horse which in an ill-advised moment walked to the spring and was swamped. Others said the bones were those of an Army mule which in days gone by strayed from old Fort Pio Pico and was lost. The bones, instead of becoming exhausted under the picks, increased in volume. Lieut. Bowman, in addition to his other duties, is fast becoming an amateur archeologist. After more digging into adjoining territory they soon were weighted to their shoulders in bone-lore. They might have a mastodon; they might have a dinosaur; they might have saber-toothed tiger, or again they might have the remains of an Army mule. The bones were bundled into a car and a number of the best samples taken to the Museum of National History, Balboa Park, San Diego. The verdict from the scientists was only a moment in coming, and the verdict was unanimous - "Whale". The scientists further advised that it was of the Pleistocene era - the youngest of the geological ages - say a million years ago. So Rockwell Field in addition to finding a whale, also found a new word.

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NEW AIRPLANES FOR THE ARMY AIR CORPS

The Army Air Corps recently placed contracts for new airplanes which will involve an expenditure from Air Corps appropriations for the Fiscal Year ending June 30, 1930, of $3,134,261.21. A contract with the Curtiss Aeroplane and Motor Co., of Buffalo, N.Y., in the sum of $701,435.80, covers 50 Model A-3B Attack planes, together with spare parts and necessary engineering data. When deliveries on this contract will have been completed, the Air Corps will have a total of 78 A-3B Attack planes, inasmuch as 28 of them are already in production and are being delivered under a prior contract. This new type of Attack plane is powered with the Curtiss D-12-E water-cooled engine.

The Keystone Aircraft Corporation, of Bristol, Pa., was awarded a contract for 73 Bombardment planes, spare parts, and engineering data, at a total cost of $2,208,137.50. Each of these giant Bombers will be powered with two Pratt and Whitney 525 h.p. "Hornet" air-cooled engines.

The contract awarded the Douglas Aircraft Co., Inc., of Santa Monica, Calif., involved a sum of $224,687.91, and covered 17 Model O-25A Observation airplanes and spare parts. These airplanes are to be equipped with Curtiss geared 1570 water-cooled engines. This addition of 17 airplanes will make a total of 53 Observation planes of this type to be manufactured by the Douglas Company, 36 of which are now in production under a prior contract.

The procurement of new airplanes from funds which may become available for the Fiscal Year 1931 is being held in abeyance until the appropriation bill now before Congress has been passed and approved by the President.

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OFFICERS DETAILED AS STUDENTS AT AIR CORPS ENGR. SCHOOL

Special Orders of the War Department recently issued directed the following named officers to report not later than July 1, 1930, to the Commandant of the Air Corps Engineering School, Wright Field, Ohio, for duty as students:

Captain Omer O. Niergarth, Fairfield A.D.
1st Lt. Herbert K. Baisley, Post Field.
1st Lt. Benj. W. Chidlaw, Brooks Field.
1st Lt. A.R. Crawford, Selfridge Field.
1st Lt. John L. Davidson, Ft. Crockett.
1st Lt. C. S. Johnson, Wright Field.
1st Lt. Edmund C. Langnead, Brooks Field.
1st Lt. Russell J. Minty, Fairfield A.D.
1st Lt. Leland C. Hurd, Detroit, Mich.
1st Lt. Michael E. McHugo, Langley Fld.
1st Lt. K.B. Wolfe, Langley Field.
1st Lt. E.M. Powers, N.Y. University
1st Lt. R.L. Williamson, Hawaiian Dept.
2nd Lt. F.E. Glantzberg, Wright Field.
2nd Lt. Chas. A. Ross, Wright Field.
2nd Lt. C.S. Thorpe, Wright Field.

MAJOR JOUETT LEAVES THE SERVICE

The resignation on March 4th of Major John H. Jouett, Air Corps, removed from this branch of the service one of its most popular officers. Graduating from the United States Military Academy in 1914 and being commissioned a 2nd Lieut., Coast Artillery Corps, he was promoted to 1st Lieut. on July 1, 1916, to Captain, July 1, 1916, and to Major, A.S., S.C., on July 25, 1917.

Soon after the entry of the United States in the World War, Major Jouett, at his own request, was detailed to the Aviation Section, Signal Corps, and he was assigned to the Army Balloon School, Omaha, Neb., for duty as student. Upon his graduation on July 24, 1917, he was rated a Junior Military Aeronaut. After several weeks' temporary duty in Washington in the Office of the Director of Military Aeronautics, Major Jouett was assigned to duty overseas. He served on important details at Paris and Tours, France; with the 4th Army Corps Balloon Group from July 20 to August 29, 1918; with the 5th Army Corps Balloon Group, August 30 to October 18, 1918, and with the 2nd Army Balloon Wing, October 18, 1918, to February 5, 1919.

Upon his return to the United States, Major Jouett was stationed at Lee Hall, Va., and at Post Field, Fort Sill, Okla. In February, 1922, he was detailed for duty at the Air Corps Tactical School, Langley Field, Va., where he served in the dual capacity of student as well as instructor. Following his graduation from the Tactical School, Major Jouett completed the course at the Primary Flying School at Brooks Field and the Advanced Course at Kelly Field, graduating on August 30, 1924, and being rated Airplane Pilot.

Assigned to duty in the Office of the Chief of the Air Corps, Washington, he served as Chief of the School Section, Training and Operations Division, and later as Chief of the Personnel Division. His last assignment was that of Commanding Officer of the 3rd Attack Group at Fort Crockett, Galveston, Texas.

Our best wishes for success are extended to him.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Major John F. Curry, upon completion of present course of instruction at Command and General Staff School, Fort Leavenworth, Kansas, to Langley Field, Va., for duty as Asst. Commandant, Air Corps Tactical School.

Captain Neal Creighton, Fort Sill, Okla. to Fitzsimons General Hospital, Denver, Colo., for observation and treatment.

Major John H. Pirie, upon completion tour of duty in Philippines, to Office Chief of Air Corps, Washington.

Captain Harrison W. Flickinger to Langley Field, Va., upon completion of course of instruction at Air Corps Tactical School.

1st Lieut. James P. Hodges to duty as Instructor at Coast Artillery School, Fort Monroe, Va., upon completion course of instruction at Tactical School.

Upon completion of present course of instruction at Air Corps Engineering School, Wright Field, Dayton, Ohio, 1st Lieut. Harlan T. McCormick to Garden City, L.I., New York, for duty as Air Corps Representative at Curtiss Aeroplane and Motor Co. factory; 1st Lieuts. Wm. N. Amis, Orval R. Cook, Albert C. Foulk, Paul H. Kemmer, Charles D. McAllister, Arthur W. Vanaman, Dudley W. Watkins and 2d Lt. Frank D. Klein to Materiel Division, Wright Field.

Captain Karl S. Axtater, Scott Field, to Wright Field, Dayton, Ohio.

1st Lieut. Hilbert M. Wittkop, Brooks Field, to New York University, N.Y. City, not later than May 1, 1930.

1st Lieut. Claude E. Duncan and 2nd Lt. Donald R. Lyon, upon completion of course of instruction at Air Corps Technical School, Chanute Field, Ill., to Rockwell Field, Coronado, Calif.

2nd Lt. Cornelius W. Cousland, Post Field, Fort Sill, Okla., to Bolling Field, D.C. Previous orders in his case revoked.

1st Lieut. Oliver K. Robbins, Crissy Field, to Office Chief of the Air Corps, Washington, D.C.

Promotion: 1st Lieut. Charles P. Prime to Captain, rank from March 5, 1930.

Resignations: Major John Hamilton Jouett, March 4, 1930.
2nd Lieut. Robert Coleman Ashley.
Captain John Joseph Devery, Jr.

Appointment: 2nd Lieut. Wm. John Clinch, Jr., Air Corps Reserve, to 2nd Lieut., Air Corps, Regular Army, rank from January 6, 1930, to Mitchel Field.

Detailed to the Air Corps: Captain Stuart Cutler, Infantry, and to Primary Flying School, Brooks Field, not later than July 1, 1930, for training:

Relieved from detail to Air Corps: 2nd Lieut. Charles G. Rau to 30th Inf., Presidio of San Francisco, Calif.

2nd Lieut. Frederick G. Stritzinger to 1st Field Artillery, Ft. Sill, Okla.

2nd Lieut. Frank M. Steadman to Field Artillery, Fort Sill, Okla.

2nd Lieut. Normando A. Costello to Infantry, 2nd Div., Ft. Sam Houston, Tex.

Reserve Officers to Extended Active Duty: July 2, 1930 to Jan. 2, 1931:- 2nd Lieut. Philip A. Roll, Ft. Myers, Fla; 2nd Lt. Cedric B. Davis, Los Angeles, Calif., to Rockwell Field; 2nd Lt. Wilmer Eugene Hall, Florence, Ala., to Maxwell Field, Ala.; 2nd Lt. Carl N. Olson, Galesburg, Ill., to Marshall Field, Fort Riley, Kansas; 2nd Lt. Chas. C. Cunningham, Indianapolis, Ind., to Marshall Field; 2nd Lt. W. Hill Snyder to Pope Field, Fort Bragg, N.C.; June 29 to Dec. 27, 1930 - 2nd Lt. Karl H. Kalberer, El Paso, Texas, to Fort Crockett, Texas; July 2, 1930 to January 31, 1921 - 2nd Lieut. Charles F. Carter, Jacksonville, Fla., to Pope Field, N.C.; June 2 to December, 2, 1930 - 2nd Lt. James Dudley Pendleton, Charlotte, N.C., to Pope Field, N.C.; June 30 to Dec. 23, 1930 - 2nd Lieut. Dick R. Petty, Audubon, Iowa; April 1, 1930 to March 31, 1931 - 2nd Lt. John J. Mulvey, San Diego, to Rockwell Field; July 12 to December 31, 1930 - 2nd Lt. David L. Johnson to Marshall Field, Kansas.

Relieved from detail to Air Corps: 2nd Lieut. Wm. L. Fagg to Infantry, 2nd Division, Fort Sam Houston, Texas.

2nd Lt. Paul W. Shumate to 1st Cavalry Division, Fort D.A. Russell, Wyo.

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STATUS OF PROMOTED OFFICERS ON FOREIGN DUTY ROSTER

In connection with the article on the promotion of 1st Lieutenants of the Air Corps, published elsewhere in this issue, attention is invited to the fact that those officers who have recently been promoted and those who are slated for promotion in future will find a different situation confronting them with respect to their position on the foreign duty roster.

A First Lieutenant may be slated for foreign service, say, next January. Should he be promoted prior to that time, he will most likely find himself due for such service either prior or subsequent to the time he was originally scheduled to go under his rank as 1st Lieutenant.

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BANDS FOR THE ARMY AIR CORPS

With the transfer of the 52nd Coast Artillery Band from Fort Eustis, Va., to Langley Field, Va.; the 9th Coast Artillery Band from Fort Banks, Mass., to Mitchel Field, New York, and the Band of the First Chemical Regiment from Edgewood Arsenal to March Field, Calif., the Air Corps will have a total of seven bands. The four bands previously transferred to the Air Corps are as follows:

The Technical School Band at Chanute Field, Rantoul, Ill.
The 3rd Attack Group Band at Fort Crockett, Galveston, Texas.
The 6th Composite Group Band at France Field, Panama Canal Zone.
The Air Corps Training Center Band at Kelly Field, Texas.

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NOTES FROM AIR CORPS FIELDS

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Selfridge Field, Mt. Clemens, Mich., Feb. 15th.:

The Post School is progressing according to schedule, and the Group Commander has been handing out examinations right and left. In connection with the law course, Col. William B. Pistole, Judge Advocate General, Sixth Corps Area, visited here on the 6th for the purpose of instructing officers in this course. Col. Pistole returned to Chicago the following day.

One of the many visitors during the month was 2nd Lieut. Frank D. Klein, A.C., from Wright Field, Dayton, Ohio. Lieut. Klein used to pound out board proceedings on flying cadets and will be remembered as one of the co-authors of the 1st Pursuit Group Battle Song which was written between missions during the combined Air Corps Maneuvers at Norton Field last year.

Special effort is being made to insure the installation of radio sending and receiving sets in several of the Pursuit planes for use during the combined Spring Maneuvers. In this connection, 1st Lieut. Leroy M. Wolf, pilot, with Maj. Hugh Mitchell, Signal Corps, as passenger, arrived from Wright Field in an O-2 for the purpose of talking this matter over with Major Royce. It now seems assured that the necessary sets will be installed before the maneuvers.

Capt. Frank O'D. Hunter, A.C., arrived from Bolling Field, February 11th, returning the 14th. Capt. Hunter is now on duty in the Office of the Chief of the Air Corps, but for many months was Post Operations Officer here. While on duty here he made an emergency parachute jump from about 400 feet altitude and in another accident his moustache went up in smoke, the loss of which, unlike the loss of the ship from which he made the jump, proved but of temporary duration.

The Post Basket-ball season ended a few nights ago with the 57th Service Squadron winning the pennant hands down. They experienced very little difficulty in winning, only one game being lost during the season and that to the third place 15th Squadron. Headquarters Detachment, the runners-up, won all their games except those with the 57th, whose flashing red and blue uniformed stalwarts seemed always at their best. The League standing follows:

Team	W	L	PCT.
57th Service Squadron	14	1	933
Headquarters Detachment	12	3	800
15th Observation Squadron	6	9	400
94th Pursuit Squadron	6	9	400
17th Pursuit Squadron	4	11	267
27th Pursuit Squadron	3	12	200

Basket-ball and boxing teams, selected to represent this station at the Sixth Corps Area Indoor Athletic Meet at St. Louis the latter part of March, are busy getting into shape. The outstanding basket shooters of the squadron teams have for some time been playing together and from the victories over local teams they show promise of giving some one a good scare if not actually bringing home again another Corps Area basket-ball championship.

The boxers include such glove-slingers as 'Shuffle' Molly; Winfield Schieb and 'Pop' Bressner, the little fellow who made them all step while he was fighting in the Hawaiian Department. The Post Gymnasium is a place of hectic activity, and we hope it isn't all for nothing.

February proved itself a month of contrasts, at least as far as this station was concerned. The extremely warm weather during the latter part of the month changed the smooth hard surface of the field to a rutted morass over and through which it was almost impossible to even taxi. The balance of the month, however, was used advantageously for Group and Squadron training, special attention being given the combat and formation training of the newer pilots. Large Group formations were not possible, due to the number of Pursuit planes ferried to Fairfield for overhaul. These are not expected back until toward the end of March, when they will be groomed for the Spring Maneuvers.

Nichols Field, Rizal, P.I., Feb. 7th:

All the military personnel of Nichols Field were formed in a large square on January 30th to witness the presentation of cups won through various activities during the last year. Capt. Arthur E. Easterbrook presented two silver cups,

one for first place in field events and the other for second place in track events, won by Nichols Field at the recent Departmental Meet, to the Athletic Officer, Lieut. Hobart R. Yeager.

Mr. Cooper, of the Army & Navy Y.M.C.A., presented a first place cup, won by the Nichols Field Enlisted Men's Bowling Team in the Ten Pin League, to Capt. Easterbrook. The latter then presented a first place cup, won by the bowling team of the 2d Observation Squadron in the Inter-Squadron Bowling League, to Capt. B.F. Giles, Commanding.

Work on the flying field is progressing satisfactorily. Under Capt. Volandt's direction, some 4,000 cubic meters of earth were moved from along the railroad over to the narrow part of the field opposite the Engineering Hangar. Personnel of Nichols Field of two years ago will remember an hour-glass shaped field that wasn't so good, especially during the rainy season. Soon we may expect a real flying field with real drainage.

Capt. Arthur E. Easterbrook, who arrived on the December transport, was assigned as Executive Officer of Nichols Field. Lieut. J.L. Grisham, was assigned to the Adjutant's job, vice, Capt. C.M. Savage, who returned to the States on the March boat.

The Inter-Squadron Baseball League, under Lieut. Hobart R. Yeager's supervision, got under way on January 16th, when the Second Observation trimmed Headquarters (combined). Pvt. Kazben did his stuff hurling. The standings to date are:

	Won	Lost
2d Observation Squadron.	3	0
Headquarters (Combined).	2	1
66th Service Squadron.	1	2
28th Bombardment Squadron.	0	3

28th Bombardment Squadron: The January transport upon its departure took as passengers 1st Sgt. Mike Hamer and Sgt. Null, Mess Sergeant.

66th Service Squadron: 1st Lieut. John C. Kennedy was transferred to the 2d Observation Squadron on December 22d. 1st Lieut. Joseph Smith took over Lieut. Kennedy's duties as Supply Officer, Officer in Charge of Pistol Training and Athletic Officer.

Staff Sgt. James C. Elder left on January 11th for his new station, Langley Field. Sgt. Chas. Stream also left for his new station at Mitchel Field.

2d Observation Squadron: The first month of the new year was begun with a series of cross-country flights, followed by the War Maneuvers with the Philippine Division.

Lieuts. Grisham, Kelly and Myers, with Capt. Burch, Lieut. Paul and Staff Sgt. Stapp as passengers, flew to Aparri in three O-2H's, returning the next day.

Capt. Giles and Lieut. Backes, pilots, with Father Villalonga, Mr. Sinclair and Sgt. Crette, passengers, flew to Culion Leper Colony in two Loening Amphibians.

The Division maneuvers commenced on January 9th and ended on the 16th. A total of 40 hours was flown by this Squadron in connection with these maneuvers, divided between command, photographic, reconnaissance and liaison missions.

The Squadron is now furnishing Artillery adjustment planes for the annual firing of the large guns of the 59th C.A. at Fort Mills, and is also commencing the annual gunnery and bombing for pilots and observers.

Work was started on the new barracks for this squadron. This will give the outfit a new kitchen, mess hall, day room and barracks, room for 40 men.

6th Photo Section: A mission was made of the infested coccanut groves in the vicinity of San Pablo in view of finding ways of combating a pest which is causing great distruction.

Aerial photographs were also made of the 1st National Eucharistic Congress held in the Philippine Islands and delivered to the Intelligence Department for distribution to all leading publications.

Staff Sgt. Frederic Heinye arrived on the last transport from Langley Field and has joined this section.

117th Observation Squadron, Michigan National Guard, March 4th:

This Squadron had a formal inspection and aerial review on February 15th. The inspection was conducted by Major-General Guy M. Wilson, Commanding General of the 32d Division, and with the General was Colonel John S. Bersey, Adjutant General of Michigan; Colonel LeRoy Pearson, U.S. Property and Disbursing Officer

of Michigan; Colonel Monsignore; Chaplain Patrick Dunnigan of the 32d Division; and Colonel John D. Buck.

After the formal inspection of the officers, enlisted personnel and motorized equipment, the officers and their crews were assembled before the planes, consisting of one O2-K, three O2-H's and two PT-1's, for inspection. The inspection completed, Major Floyd E. Evans, Commanding Officer of the Squadron, in the O2-K, led a formation of O2-H's, with Lieut. F.P. O'Neil in No. 2 position; Capt. H.L. Emhoff in No. 3 position, and Capt. H.E. Mensch in No. 4 position. This formation passed in aerial review for the General and his Staff.

Immediately on the landing of this formation, Lieut. C.E. Searle led a formation of the PT-1's with Lieut. A. Coleman in No. 2 position and Lieut. C.H. Mitchell in No. 3 position. This flight maneuvered in different formations, passed in review and landed.

Following the flight of the training planes, a bombing mission was conducted over Lake St. Clair, utilizing O2-H planes. During the absence of this mission, messages were dropped and picked up from the ground by the PT's flown by Lieuts. W.E. Nicol and C.H. Mitchell. Capt. H.E. Mensch drop-tested parachutes from an O2-H, with the assistance of Sgt. D.J. Burgan of the Parachute Department.

After the return of the O2's, Capt. F.R. Anderson led a formation on a reconnaissance mission and aerial maneuvers, with Lieut. W.E. Nicol in No. 2 position and Lieut. A. Coleman in No. 3 position.

Capt. L.M. Lindsey, in a PT, flew to Ann Arbor, Mich., and towed Professor Franklin to the field in his soaring glider. The Professor then gave some very beautiful exhibitions of glider flying. This was the Squadron's first attempt at such a demonstration and, under the supervision of our Operations Officer, Capt. F.R. Anderson, everything went off very successfully.

Circular #4, Militia Bureau, authorizing the appointment of a Lt.-Colonel of the Air Corps on the Division Staff, has created quite a stir in our Squadron, as our Major is eligible for this appointment. Several of our officers are burning the midnight oil completing correspondence courses to be eligible for promotion in the event Major Evans is appointed.

Capt. Carl B. Squier, who with Major Evans was responsible for the formation of this Squadron, has transferred to the Reserve, due to the fact that he was appointed General Manager of the Lockheed-Vega Airplane Co., in California. Having the Squadron always at heart, Carl transferred to the Reserve to make room for an active member and the promotion of Lieut. F.P. O'Neil to Captain.

Lieut. R.C. Von Hake, a brother officer, who was with us only a short time, has also gone with the same company.

Lieut. Byerly, pilot for the Detroit News, is expecting his papers back from Washington almost any day now confirming his appointment to the Squadron.

Major and Mrs. Evans were given a surprise house warming in their new home by the officers and their wives. A silver service was presented to them.

Another social event was a Washington Birthday Party at Blossom Heath Inn for the officers and their wives and sweet-hearts. Among our guests were Maj. Thomas Lanphier, former C.O. of Selfridge Field and Mr. and Mrs. Ray Cooper. Mr. Cooper is again in charge of the Ford Reliability Tour this year, and he is an ardent supporter of the Squadron.

Major F.E. Evans and Lieut. W.E. Nicol, on their return from the National Guard convention in California, completed sufficient time in service type planes to be eligible for A.P. ratings.

Bids have been accepted, the hangar for our exclusive use at the County Airport will be completed some time in June of this year. It was a long struggle but our efforts finally bore fruit and the building designed by Capt. Anderson will house our entire unit, including the Officers Club.

115th Observation Squadron, Calif. National Guard, Los Angeles, Calif.:

On Sunday, February 16th, Maj.-General David P. Barrows, Commanding the 40th Division, California National Guard, accompanied by his Staff, inspected the 115th Observation Squadron and 115th Photo Section at this station. After the inspection the Squadron had the pleasure of entertaining the General and Staff at luncheon.

Our cook, having chosen this, of all occasions, to be AWOL (at this point all sing, "IT never rains but it ---" - that's fine), our resourceful mess officer, Lieut. Wallen, with Mrs. Wallen's assistance, pulled us through the crisis by arranging for an ample and satisfying cold luncheon. The General re-

mained his genial self, so we believe the cold meats went over O.K.

Major John Jeffers returned from the East and resumed command of the squadron.

On February 16th two planes, piloted by Lieuts. Chappellet and Wallen, searched the northern portion of the Ridge Route between Saugus and Bakersfield for a plane reported down in flames on the evening of Feb. 13th. This mission was dispatched at the request of the Los Angeles County Sheriff's Office, Air Investigation Detail, in charge of Major Claude F. Morgan, Air-Res. The searching planes returned without mishap and without evidence. The Sheriff's Office decided that the Ridge Route "eye witnesses" of this supposed crash should consult an optometrist.

Two of our pilots are being congratulated on their promotions: 1st Lieut. Russell C.A. Larsen, A.C., Cal. N.G., promoted from 2nd Lieut. effective January 31st, 1930.

1st Lieut. John W. Sewall, A.C., Cal. N.G., promoted from 2nd Lieutenant, effective same date.

This Squadron recently completed aerial reports and photos for the Los Angeles County Board of Supervisors on available sites for future airports in this district.

Congratulations are being extended to Lieut. Paul Whittier, of this Squadron, who recently stepped off the bachelors' list and was married to the former Miss Olive Hasbrouck. The Squadron wishes to compliment Paul on his admirable judgment. The couple are at home in Los Angeles.

Lieuts. Sewall and Larsen - "for the attendance of every ordered drill and field training of the unit during the calendar year 1929", were awarded the 40th Division 100% Drill Attendance Badge. Sixteen enlisted men of this organization also received this award for 1929.

Sunday, March 2nd, General R.E. Mittelstadt, the Adjutant General of the State of California, paid us an informal visit and remained for lunch. In the evening Major and Mrs. Jeffers entertained the officers of the Squadron, and their ladies, at their beautiful home in the hills of Hollywoodland. A three-piece orchestra furnished music for dancing, and an elaborate buffet supper was served. Guests included General Mittelstadt, and Capt. and Mrs. Harry Claiborne. Capt. Claiborne is a former member of the 115th, and is now in charge of the Alameda base of the Curtis-Wright Flying Service.

45th Division, Air Service, Colorado National Guard:

Perhaps the biggest change that has come over Lowry Field, Denver, in the past few weeks is that the PT's have been replaced by O-17's at the expense of long and arduous work on the part of Lieuts. Beau, Boyd and Wellman. These three officers hung up a record that will last for some time - 2500 miles in 25 days. They departed from Lowry Field on January 4th in the two PT's left to the Squadron and returned on January 28th in the two O-17's.

Of course they were not in the air the whole 25 days. Eight days were spent at Scott Field on the way east and three on the way west. In addition, one week was spent at Fairfield, Ohio, making a total of 18 days of non-flying. The remaining seven were spent in fighting the terrific January weather, qualifying them for the Arctic Patrol. They were successful - the O-17's are on Lowry Field and progress is satisfactory.

Another change has come over Lowry Field which will have far reaching results. The regular drill period was divided into two parts. The first is given over entirely to classes for both officers and enlisted men, and the second is devoted to flying.

Under the several officers assigned as instructors to the different sections of the Squadron (radio, engineering, photo and medical) both officers and enlisted men attend classes each Sunday, and will be required to pass a written examination each month.

The Squadron welcomes two new officers, Lieuts. Dick Leferink and Aubrey Kief. Both are pilots of unquestionable ability. Lieut. Leferink has better than 5,000 hours in the air and, at present, is employed as pilot for the privately owned Fokker of Mr. Humphreys, the position formerly held by Lieut. Eddie Brooks. Lieut. Kief, until recently, was commanding officer of Battery B, at Pueblo, and Managing Editor of the Pueblo Star-Journal. After his return to aviation as a member of the Curtis-Wright Flying Service in Denver, he transferred from the Artillery to the Air Service. Lieut. Kief's first flying exper-

ience was with the Royal Flying Corps during the late unpleasantness called the "World War".

To further the cause of an American Legion Drive for members, Capt. Reavis, with Sgt. Burnell, and Capt. Hall with Lieut. Junk took off from Lowry Field the last Saturday in January in two O2-h's fitted with radio. Capt. Reavis and Sgt. Burnell broadcast propaganda from the air over the towns of northeastern Colorado, while Capt. Hall and Lieut. Junk performed a like service over the southern part of the State.

The first ship returned to Lowry Field on schedule, but Lieut. Junk declares that southern Colorado holds a "jinx" for him. He has never ventured into that part of the State without being set down somewhere. Because of darkness, he and his pilot landed at Pueblo. The next morning, when attempting to start, they found that the starter had chewed itself into inefficiency. Major Kistler flew an O2K from Denver to Pueblo with help and a new starter.

Late in the afternoon the two officers took off for home and ten minutes later a report came back to the field at Pueblo that they had crashed. They flew home in blissful ignorance of the fact that a dozen aviators were looking for their mangled remains.

Bolling Field, D.C., March 21st:

1st Lieut. George P. Tourtellot, Engineering Officer, was recently ordered to duty in the Hawaiian Department.

1st Lieut. Stanley M. Umstead, transferred from Mitchel Field, N.Y., was assigned as Post Engineering Officer at Bolling Field.

Ten O-1E observation planes and one Sikorsky Amphibian were recently assigned to this station.

Lieut. W.A.R. Robertson, Asst. Engineering Officer at Bolling Field, will fly an O-1E to Mather Field, Calif., where he will be Engineering Offider for the Squadron of planes from Bolling.

1st Lieut. A.I. Ennis and Col. Longanecker recently made a flight to the West Coast and return, making an inspection of practically all Air Corps stations en route.

The recent resignation of Capt. J.J. Devery, Jr., is deeply regreted by the members of Bolling Field and their most earnest wishes are extended to him for his success in civil life.

The Post Supply Building, under the able guidance of 1st Lieut. M.S. Lawton, has now been completely rebuilt and finished throughout with steel bins and all modern equipment necessary for the efficient handling of Air Corps supplies.

Mr.Sgt. Bradbury, the chief storekeeper in the Post Supply, returned from a month's furlough.

Rockwell Field, Coronado, Calif., March 4th:

Rockwell Field is busy these days preparing for the transporting of supplies and equipment to be used at Mather Field, Sacramento, Calif., in connection with the Air Corps Demonstrations and Air Force Command and Staff Exercises to be held on the West Coast and in the vicinity of Mather Field. Lieut. C.P. Kane, A.C., Depot Supply Officer of the Rockwell Air Depot, was appointed as Air Corps Supply Officer for these Tactical Exercises.

Major Carl Spatz, A.C., Group Commander, in command of 11 planes from Rockwell Field, attended the Imperial County Fair, held at El Centro, Calif., on February 28th, this date having been set aside by the official of the Fair as "Army Air Corps Day".

Capt. Lorenzo L. Cooke, Q.M.C., reported for duty at Rockwell Field as Post Quartermaster, March 1st, relieving Lieut. Charles E. Stafford,Q.M.C., who has been ordered to Panama.

The following named Second Lieutenants, Air Corps, were ordered to duty at Rockwell Field, effective, March 1st, having recently completed Advanced Flying Training at Kelly Field, Texas:

2nd Lieut.	Chas. D. Stone, III (Inf.) A.C.	2nd Lieut.	Tom Wm.Scott,Air-Res.
" "	Donald B. Smith,(Inf.)A.C.	" "	Virgil W.Vaughn,Air-Res.
" "	Carl H. Murray, Air-Res.	" "	Lake Moore,Jr., Air-Res.
" "	Frank M. Crimson, Air-Res.	" "	Gerald Hoyle,Air Res.
" "	Paul Baird Balfour, Air-Res.		

Fairfield Air Depot, March 13th:

On the afternoon of March 12th a memorial tablet in honor of Giovanni Pirelli of the Italian Royal Flying Corps was unveiled. The ceremony was opened by an address by General Foulois, followed shortly by the unveiling of the tablet and its presentation to the United States Government by Commander Scaroni for the Italian Government. The acceptance of the tablet was made by Major H.H. Arnold, Commanding Officer of this Station. Lieutenant Pirelli, flying solo, was killed at this Station in an airplane crash on February 4, 1919.

Capt. O.O. Niergarth, Post Adjutant, recently returned from a 27-days' leave in Florida.

Major H.H. Arnold is under orders to proceed, by air, to Mather Field, Sacramento, Calif., for duty as Assistant Chief of Staff in connection with the Air Corps Maneuvers, which will be held during the period from April 1st to 24th.

Lieut. H.A. Bivins reported for duty February 25th, and was assigned to the Engineering Department.

Lieut. Milo McCune, who has been on duty at this Station since August 31, 1925, has been transferred to Langley Field.

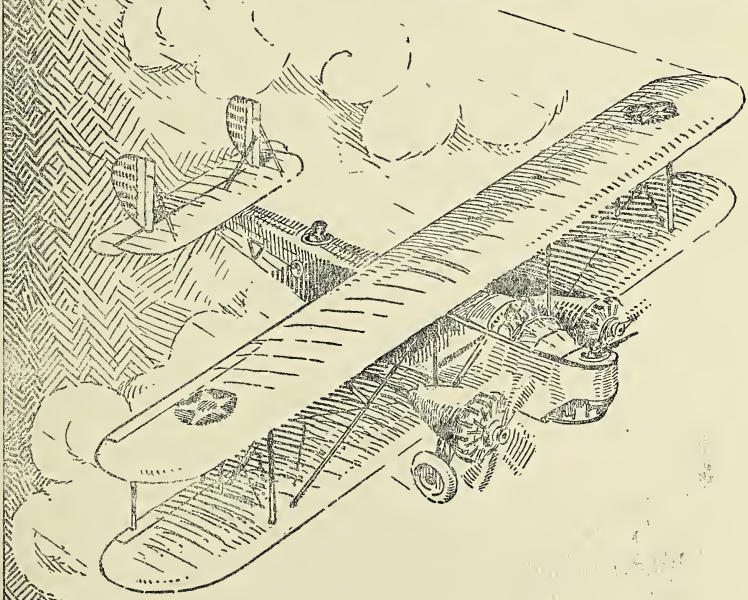
Work was started in February on the new Engineering building.

Lieut. Melvin B. Asp in an XP-6 had a cross-country training flight to Sarasota, Fla.. Returning he made the Flight from Tampa to the Fairfield Air Depot in 5 hours and 45 minutes.

Recent Air Corps visitors at this Station were Lieut.-Col. Longanecker, Majors Royce, Muhlenberg and Crom and Lieut. Maitland.



AIR CORPS NEWS LETTER



—ISSUED BY—
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

VOL. XIV APRIL 18, 1930 NO. 5

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VOL. XIV A I R C O R P S N E W S NO. 5.

Information Division, Air Corps — April 18, 1930 — Munitions Building, Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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OPERATION OF TEST CHAMBER AT WRIGHT FIELD

By A. M. Jacobs

Time: Morning.

Place: Experimental Laboratory at Wright Field, Dayton, Ohio.

P. N. Sutton, oxygen engineer, wearing oxygen mask, is seated in an air-tight, tar-covered, cylindrical chamber with an air pressure simulating that encountered when flying at 30,000 feet. Various observers keep watch on him through a heavy plate glass window. Sutton signals test is at an end. He is ready to come out.

The air pressure valve is turned, permitting a stream of outside air with its normal oxygen quota to flow into the chamber. The mercury tube on the table in the laboratory gradually falls, indicating that the air pressure within the chamber is changing from that simulating an altitude of 30,000 feet to that of 20,000 feet. An engineer unscrews the bolts on the heavy door, but explains that until the pressure within and without are more nearly equalized it would be impossible even to pry the door open.

The mercury tube on the table slowly falls, indicating an increase in air pressure within the chamber until it simulates that encountered at 7,000 feet. Sutton is seen through the glass window to remove the oxygen mask. The observer then secures a heavy bar of metal and tries to force the door open. This is impossible, but where the bar is inserted there is a seepage of air into the chamber resembling the whistling of wind in the teeth of a gale. Sutton is seen to cover his ears with the palms of his hands. The change in pressure on his ear drums is equal to what it would be were he falling several thousand feet in an airplane. Even then considerable time passes before the great door can be swung open freely, held shut as it has been by the difference in pressure on its two sides.

Sutton steps out carrying the oxygen apparatus he has been testing, and except for a slight drumming in his ears feeling none the worse for having been sealed up with an air pressure less than half of normal. This interesting piece of testing equipment arrived at Wright Field almost a year ago from Mitchel Field, New York, where it had been used by the School of Aviation Medicine for trying out the effect of reduced air pressure on different pilots. At Wright Field it was decided to incorporate the low temperature feature also, and the various installations have been completed only about a month.

The chamber is tall and cylindrical in shape, nine feet, nine and one-half inches inside height, eight feet, eleven inches inside diameter. It is constructed of boiler plate ¼ inch thick, overlaid on the outside by eight inches of cork. Tar is applied on the cork to make it air-tight. As a low pressure and low temperature chamber it will be used for testing oxygen apparatus, instruments - the kerosene mixture of a compass stiffened beyond functioning at 37 degrees below zero recently, electrically heated goggles, oils, high altitude clothing, camera equipment, and many other items. Inside the walls are completely surrounded by two rows of refrigerating coils. Two expansion valves inside and two outside control the temperature. There are also one vacuum valve inside and one outside for extracting air from the cylinder, and an equal number of air pressure valves for restoring it.

An air pressure equal to that encountered at 50,000 feet could be brought about in the cylinder in approximately fifty minutes. The lowest temperature produced has been -50 degrees C. (-58 degrees Fahr.) This test chamber is expected to prove extremely valuable for Materiel Division experimental work.

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Dedication services for Randolph Field, San Antonio, Texas, will be held on June 20th and 21st. The field has been under construction for over a year. It is estimated that approximately 100 buildings will be under construction at the time of dedication.

NEW TOW TARGET RELEASE MECHANISMS TESTED.

In order that tow targets, after having been fired upon, may be dropped from planes and fresh ones substituted without rewinding the cable and manually attaching them, two new types of release mechanism have been designed for use with the standard B-9A target. One type was designed at Phillips Field, Md., and the other at Wright Field, Dayton, Ohio. Preliminary tests have been run on each, but decision has not yet been made as to the one which will prove superior for adoption.

The old mechanism had a release catch on the end of the cable. When it was desired to drop the target, a bell plunger was sent down the cable which unsnapped the catch. The new devices have no releases on the end of the cable. In the Phillips Field design, a plunger backs up against a knot tied in the cable. When the other plunger comes down with a fresh target and makes contact, it forces the first one open and the target drops. In one test, ten tow targets were successfully exchanged in flight with apparent ease of operation.

The Materiel Division design consists of a steel bar with a latch at one end and a trip on the other. As the new target comes down the cable a ring is forced over the trip, depressing it. This action lifts the latch at the other end, releasing the old target. Upon release of the old target the latch springs back, acting as a catch for the new target. By releasing the target as each arm completes firing, the percentage of successful hits of each may be learned.

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SPARE PARTS FERRIED BY AIR TO STRANDED AIRMEN IN MEXICO

Rush orders were received at the San Antonio Air Depot, Duncan Field, Texas, from the Chief of the Materiel Division of the Air Corps, for Lieut. Ames S. Albro and Mr. Adolph Fenster, Airplane Engine Mechanic, of the Engineering Department of the Depot, to proceed by air to Tapachula, in the State of Chiapas (one of the southernmost states), Mexico, for the purpose of carrying necessary spare parts and making repairs to the C-2 Transport which was being ferried from Panama to Wright Field by Major Jacob E. Fickel, Lieuts. Albert F. Hegenberger and Ennis C. Whitehead of the Materiel Division. The Transport had been forced down at Tapachula on account of engine trouble.

On the morning of the following day Lieut. Albro took off with Mr. Fenster in an A-3 plane for Vera Cruz, via Brownsville, Texas, reaching there that day and Tapachula the next day, March 5th. The return flight was begun on the 9th and covered the same route, Lieut. Albro, solo, arriving at the San Antonio Air Depot on the 10th. Unfortunately, Mr. Fenster became suddenly ill at Vera Cruz and was taken to a hospital in that city. He is reported to be greatly improved and is expected to return shortly. Otherwise, no untoward incident marked the flight.

Lieut. Albro reports that the utmost appreciation is due for the extreme courtesy and hospitality extended our flyers by the Mexican officials and the people with whom they came in contact, our southern neighbors exerting themselves to afford every facility and convenience possible for expediting this mission.

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MARSHALL FIELD PILOTS CONCENTRATE ON COMMUNICATIONS

Lieut. Charles T. Skow, Air Corps, Communications Officer at Marshall Field, Fort Riley, Kansas, has been responsible for some particularly effective and concentrated work in radio and panel training for the past two months.

Lieut. Skow devised a new code sheet for aerial procedure signals and panels which was adopted by the Panama Canal Department in 1925. The News Letter Correspondent expresses the hope that, with a few revisions now made, it will be adopted by the War Department. This improved system coordinates, simplifies and clarifies radio and panel communication between ground and air. By the use of this new panel system and the new radio receivers now installed in the ships of the 12th Observation Squadron at Marshall Field, excellent results are being secured in communications training. Probably a great deal of this success is due to the effort at reducing to a minimum the personnel failures. Buzzer practice is conducted each afternoon for all officers failing to accurately receive a test of 12 words per minute in the air on their last mission.

PUDDLE JUMPERS TWO, OR THE TALE OF AN EPIC RESCUE
By the Mitchel Field Correspondent

One Saturday morning not long ago, three of the eleven ships in which the valiant but vanquished squash warriors had flown down to Langley Field, took off on the return trip to Mitchel Field. The day was sunny and warm, but the Island was a long ways off, and Long Island weather around that time of the year is usually anything but sunny and warm. There hadn't been a fog in two days, and such a record could portend nothing but evil.

So, a scant two hours later, when Major Ryan was leading his intrepid warriors across New Jersey, fast approaching the harbor, the Movietone tug had already groped its way out into the harbor and was busy recording the moo ings of the fog horns in one of the worst fogs of the season. Now Hadley Field is a rather obscure airplane parking ground somewhere in New Jersey, but extremely handy in such emergencies, so the three ships landed, wallowed through the mud up to the line, and decided to call it a day. No available lodgings presenting themselves, they decided to make it back to home and mother via automobile, and send some of the lesser lights for the ships the following morning.

The next day, Lieuts. Olive, Pugh and Anderson started out to gather up the stranded ships. The weather was somewhat better, but still nothing to brag about, and Hadley Field was still as obscure as ever - even a little more so, considering the fact that none of these officers had ever been there. Then the fun began. Olive sneaked under the fog barrier, found the field and landed, but from Pugh such fortune was withheld. Sure, he was in New Jersey and so was Hadley Field, but as far as getting together was concerned it was a different story. He landed in a field which, for lack of a better name, we shall term "Black Bottoms," and found that pontoons would have been much more in order than wheels. Says Pugh: "Where am I?" Whereupon a duck hunter emerged from his blind in a duck boat, and answers: "I'll bite." With that crack Pugh decided to do or die and takes off. He went through the motions, but with each yard the bog got boggier and the first thing he knew the tail went up, the nose went down and the bloody thing was on its back, minus a prop, but otherwise as good as new.

Now to get back to Lieut. Olive. After depositing his passenger, he took off to return to Mitchel Field. The nasty weather had closed down and he had no choice but to return to Hadley Field. Getting in to Hadley that day was merely a question of missing the biggest puddles, and as a puddle jumper Olive was one of the best - Anybody at Mitchel Field can qualify in the puddle-jumper class. With his eagle eye he chose a path down the field between two of the largest. The sad part of this tale is that a third puddle lay in waiting. It was a nice mucky kind of a puddle - oozy black mud - and he caught it squarely just before he stopped rolling, but not without enough forward momentum to turn the trick. So over went number two. This time the ship took a real beating, but Olive scrambled out of the muck, unhurt, and surveyed the wreck from a distance. Imagine how vexed he must have been, because the parting words of Major Ryan had been: "Now be careful, Olive, this is a nasty field out here."

Thus a glorious day was ended - Pugh nursing a nasty disposition in a cranberry bog, Olive a sprained ankle in a Somerville hotel, and the squash heroes neatly tucked in bed at Mitchel Field.

In closing I might add that at an Officers' call prior to the cross-country, Major Ryan had said: "We'll make a problem out of this cross-country." It was a problem all right, but not the kind we had looked for.

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TWO LIVES LOST IN A FIRE AT WRIGHT FIELD, OHIO.

Wright Field, Dayton, Ohio, mourns the loss of two most valuable mechanics. One of them died the day following a fire which occurred in hangar No. 4 on March 18th, and the other passing away on March 28th. Forest Rutledge and Wilbur Howitt were at work on a Douglas Observation plane when, by accident, the dump valve of the tank was pulled, releasing gasoline which caught fire. Rutledge was drenched with the gasoline and Howitt, who was working nearby, tried to assist him and was badly burned in the attempt. It was thought at first, however, that he had a fair chance of recovery, ans hence the news of his death was an especial shock.

Five airplanes were demolished before the flames could be extinguished.

CATERPILLARS CONTINUE TO MULTIPLY

It has been some time since "dope" on the Caterpillar Club appeared in the News Letter. In the issue of November 29, 1929, it was announced that up to that time 186 candidates had joined the Club and that a total of 195 emergency jumps had been made, 9 jumps being repeaters. To Colonel Charles A. Lindbergh, with four emergency jumps to his credit, still belongs the distinction, honor, glory, or what have you, of being the Illustrous High Mogul of this mythical organization. No one, however, begrudges him his high standing in the Order, nor is any move being contemplated to unseat him from his throne. Fate alone will be the only agency which will ever force him to turn the cares of that office over to a successor.

As far as available records show, the membership of the Caterpillar Club at this writing totals 214, with 223 emergency jumps. It is by no means certain that this record is accurate for, as has been stated on previous occasions, it is virtually impossible to keep an accurate check on emergency jumps made by civilian flyers.

Initiation into the Caterpillar Club has become such a commonplace occurrence of late that it would appear an emergency parachute jump has descended to approximately the same strata in news value as such an incident as a dog biting a man. If this assumption is correct, the path of the unofficial historian of the Caterpillar Club is destined to be strewn with more thorns than ever before.

To attempt to record the personal tales of those who made jumps in the past few months would take up too much space in the News Letter; consequently, just a few of the most recent jumps will be touched on at this time.

JOSEPH A. BULGER, 2nd Lieut., Air Corps, on duty with the 15th Observation Squadron, Selfridge Field, Mt. Clemens, Mich., was recently ferrying an O-2 type airplane to the San Antonio Air Depot. Lieut. Herman F. Woolard, of the same organization, and piloting a similar type plane, accompanied him.

"We were proceeding from Scott Field, Belleville, Ill., to Hatbox Field, Muskogee, Oklahoma," Lieut. Bulger stated, "and had passed over Seymour, Mo., at approximately 1500 feet altitude. The sun was shining through the clouds, the horizontal visibility was about five miles and we could see the contour of this Ozark country distinctly. About ten minutes out of Seymour the ceiling abruptly closed down about us, and Lieut. Woolard signaled to go back. In turning he was engulfed by the fog and I lost him. I immediately tried to get below the fog but saw a steep slope directly ahead and then decided to get a little altitude and fly by instruments back to Seymour and try to get down through a break and land.

I managed to reach 2800 feet and my speed suddenly increased from 110 to 150 m.p.h. The hand on the bank and turn indicator went to the left and the ball to the right, each as far as they would go. The bubble of the climb indicator was back of center about one inch. With the stick all the way back and over to the right, my speed did not lessen and within a moment I lost about 500 feet altitude.

Believing the plane in a spin, and not able to see, I grasped the hand grip with my left hand and loosened the safety belt with my right. I stood up and managed to get both feet on the left edge of the cockpit. Leaning out backwards, still holding onto the hand grip in the upper wing, I wrapped my fingers firmly around the ring of the rip cord of my parachute and pushed off. I delayed the jerk a moment, in order to clear the plane, and then felt my big umbrella open and sat there quite contented for the balance of my descent.

I heard the plane crash and began wondering where I would land. I came out of the fog, still wondering, about 20 feet above the ground and landed on an open gentle slope. I located the plane nearby and later found my position to be about 15 miles Southeast of Sparta, Mo. Things were rather uncertain for a while, but I suffered no ill effects from my initiation."

Lieut. Woolard landed at Seymour, Mo., and proceeded on to his destination the following day.

FREDERICK M. HOPKINS, Jr., 1st Lieut., Air Corps.
ARCHIE D. COOK, Private, Air Corps.

Under the caption "Ventilated Chutes Prove Useful," the News Letter Correspondent from Mitchel Field, N.Y., tells the following story of a double parachute jump near Chase, Md., on March 11, 1930:

"Lieut. Frederick M. Hopkins, Jr., reached the Patapsco River near Baltimore,

Md., after encountering only light rains, and decided to push on to Bolling, his destination. The O-1E, borrowed from the First Observation Squadron at Mitchel Field, was functioning as any First Squadron pilot will always tell you - perfectly - so the odds were in his favor.

About ten miles out, the black clouds to the west began to get blacker and nastier - a sure sign of fair weather ahead. To go or not to go was the question, but Lieut. Hopkins decided to run the clouds a race to Bolling. The closest he got to his objective was fifteen miles out, the clouds winning the race and enveloping him in a driving rain and wind that was nobody's business.

Freddy decided that he was all wet in more ways than one and that the best thing to do was to turn back. This decision was heartily seconded by Private Cook, who was holding down the rumble seat. After a heart-rending ten minutes more, with only snatches of ground visible, during which Hopkins divided the time between mopping his goggles and trying to see his instruments, he finally recognized Sparrows Point on the Patapsco River. Logan Field wasn't far, but getting there was another question.

Then the storm hit him in earnest, blocking out all visibility. The air speed was said to travel from 150 to 50 miles an hour and then back again in a sickening manner, and it became a case of guessing which way was up. In the midst of a nasty feeling quite similar to a spin, Hopkins decided to give up the ghost and told Private Cook to pull freight - wherein begins the reason for the title to this story.

Private Cook did as he was told with remarkable alacrity. He stood up in the cockpit and found the only direction he could leave the ship was straight back. The fin dealt him a left to the chin and he went out like a light. Coming to a second later he was surprised to find himself in mid air, no ground in sight, and a chute evidently above him. But it wasn't all billowed out as chutes usually are. He glanced up and noted the very obvious reason, i.e., in the place of the dome of the chute was a great gap through which the rain and wind were sweeping. The tail surfaces had claimed the pilot chute and part of the main silk. Imagine the feeling of falling through the air, not being able to see the ground, and the only means of support a chute with nothing but the great open spaces for a dome. While cogitating on this fact, a tree came up and smacked him, and again the land of sweet dreams was his. When he came to the second time the battle was over and, aside from being bruised, he was uninjured."

In submitting his official report of his first emergency jump, Private Cook did not exercise his imagination to any extent worth mentioning. What he replied, in answer to questions (a) to (k) embodied in Air Corps Circular 15-59, May 7, 1928, was as follows: That the place, date and time of the jump was Chase, Maryland, March 11,1930, 1:15 p.m.; that the airplane was an O-1E, A.C. #29-289; that he did not know whether or not the aircraft was under control at the time of the jump; that he used an Irving seat type parachute; that it was impossible to tell the position of plane, due to fog and stormy weather, the air speed varying between 50 and 150 m.p.h.; that he stood up and attempted to go over the side but, being prevented by the gun mount, went over the back of fuselage; that the cause of the jump was fog and rain and very terrific wind storm; that he does not remember pulling the rip cord due to being hit by the fin. He was descending very fast, and when he looked above the parachute appeared half open and was torn; that the velocity of the wind was about 40 miles, weather conditions being very bad and stormy; and, lastly, that he hurt his back slightly due to being hit by the fin or when landing in a tree.

Lieut. Hopkins' report of his jump is very interesting and is, substantially,as follows:

"The aircraft was out of control at the time of the jump, the estimated engine speed being about 1950 r.p.m.

I believe the aircraft had stalled and was falling off to the left. It was raining so hard, I could not see airspeed indicator, altimeter, or turn and bank indicator. I unbuckled my safety belt and tried to stand up. With my left hand and right leg I pushed myself out of the plane, going out left shoulder first.

Lieut. Merritt landed at Mitchel Field, N.Y. just before I cleared. He told me that there was light rain at Washington. The 8:00 a.m. Meteorological

report was satisfactory for flying. Flying conditions at Mitchel Field, N.Y., at time of take off were good, with approximately a 20-mile cross-wind to my course. I took off at 10:00 a.m., and set a course of 220 deg. The cross wind became a head wind of approximately 30-35 m.p.h., for I reached the coast in the Delaware below Trenton, N.J. at 11:00 a.m. (70 m.p.h. ground speed). I soon encountered a very light drizzle with visibility good. As I approached within 15 miles of Philadelphia, Pa., we had to pass through a light rain which was severe enough to keep my head almost all of the time on my instruments. Ground visibility was good, however.

I ran out of rain into a drizzle on approaching Wilmington, Del., which continued until I passed Logan Field, Baltimore, Md. I crossed the Patapsco River at Baltimore at 1500 feet and proceeded on to Washington. When I was within 15-20 miles of Washington, I saw to my right a storm approaching from the West. The clouds were dark, blue and gray, and heavy rain was falling. I had been flying at 1725-1750 r.p.m., and I advanced the engine speed in order to get to Bolling Field before the storm struck me. It became evident that the storm was coming faster than I had estimated, and that it would be necessary for me to pass through it if I were to get to Bolling Field. In a few minutes I was in clouds and rain (1500 feet) and decided that I would have a better chance if I turned back and went in at a lower altitude. I turned back out of the rain and clouds and dropped to 800 feet and tried to go through the rain. I soon gave this up and turned back, hoping to reach Logan Field, Baltimore, Md., before the wind and rain. I began to fly frontal to the clouds in a moderate rain but veered to the east so as not to get caught in it. I struck Chesapeake Bay about 30 miles east of Baltimore and turned towards Logan Field.

I located the trolley loop near Sparrows Point, Md., and tried to fly at 400 feet along the railroad into Logan Field. It was raining rather hard and it was impossible to locate Logan Field. The rain was cutting me off - the wind was high and blowing hard. I then decided to fly farther back on my course to Aberdeen or Philadelphia, or land in some field and wait. In order to prevent being forced down in Chesapeake Bay, I set a course of 50 degrees compass, which I maintained until I finally left the aircraft. I started climbing, and at about 1,000 feet went into the clouds. The rain became heavier and I saw the ground only once in a while. I was constantly mopping one goggle lens after the other. I was kept busy watching my airspeed indicator and compass. I was bent so far toward front that I could not see the turn and bank indicator.

For a time I managed to keep a fairly even keel, but soon I was first in a dive (150 m.p.h.) and then in a stall (50 m.p.h.). I made quite a few of these. The rain was so severe that I pushed my goggles up and mopped one eye after another. I went into a stall and had the sensation of the plane falling off to the right. I tried to see the instrument board but corrected for my sensation and put all controls in neutral. I then felt as if I had fallen off to the left and decided then that Private Cook had better be out of that mess. I tried to yell to him to jump. He evidently was ready, but I only had a feeling he had left me - I could not see him. Everything was getting worse and I decided that I had better leave, too. I jumped at about 1300-1400 feet, although I did not see the altimeter.

I did not have my hand on the rip cord when I left the plane. I had no sensation of falling and did not see the ground until after my parachute had opened. I remember feeling for the cord (I had a pair of personal gloves on), pulled it, and have not seen it since. It seemed that no sooner had I pulled than something struck me very violently. I looked up and saw the webbing twisted and for an instant did not see the parachute. As I dropped, I soon saw the chute above me and looked down. I looked right at the plane as it made a turn and hit the water at about 30-45 degrees, a few yards from a small fishing pier. I saw Cook below me and he was very close to where the plane had gone in. I wondered then where I was going to hit, and looking down saw a creek about 35-40 feet wide. I remember thinking, 'you would land in that,' and the next thing I knew I was in it on my back and then up to my shoulders. I remember oscillating on the way down, but do not remember caring much about it. As soon as I hit the water I lost all sense of orientation. I tried to swim to the creek bank but the winter flying suit and moccasins were so heavy, I simply crawled in. I do not believe anyone could have swam far. I crawled on a knoll, unbuckled my parachute my watch read 1:15 P.M."

The Mitchel Field Correspondent states that Private Cook's jump is another victory for the Irvin chute. Granted that they work better when all the panels are intact, this descent is a striking example of saving a life in an

extreme emergency. This case has been paralleled before, but it brings home once more the fact that these things we sit on are something more than a pillow.

ALMON S. FARRAR, Staff Sergeant, 12th Observation Squadron, Air Corps, was a passenger in a Douglas O2-H airplane piloted by 2nd Lieut. Alexander B. Orr, Air Corps Reserve, February 6, 1930. At about 4:15 p.m., when two miles east of Van Ormy, Texas, and at an altitude of about 1600 feet, the plane collided with airplane piloted by 2nd Lieut. Carl R. Storrie, Air Corps. The planes were making a formation flight for the purpose of Tactical Training for Pilots.

Sergeant Farrar stated that the propeller of Lieut. Storrie's airplane cut off the vertical fin, upper half of rudder and part of the left elevator of the airplane piloted by Lieut. Orr, in which he was acting as observer. Lieut. Orr brought the airplane apparently under control down from approximately 1500 feet to 600 feet before it went into almost a vertical dive which occurred about the time Sergeant Farrar jumped.

"The air speed was about 135 miles per hour at the time I left the ship," Sergeant Farrar stated. "It was diving at an increasing angle, approaching the vertical. At the time I left the ship it was diving at an angle of about 40 degrees from horizontal. I crawled out of the cockpit, stood on the step and pushed off backward with my legs. I recall no abnormal mental reactions. My thoughts, as I remember, were as to whether or not the pilot got out.

Due to oscillation I landed on my back, but doubled up in a ball as I hit and received no injuries. I think the frame of the back type chute helped to protect my back at the time and prevented it being wrenched."

In connection with the above parachute jump of Sergeant Farrar, the Chief of the Air Corps, on March 26th, addressed to him the following letter:

"On February 6, 1930, the Army airplane in which you were flying as observer with 2nd Lieutenant Alexander B. Orr, Air Corps Reserve, pilot, collided in flight with another Army airplane near Kelly Field, Texas.

It appears that you at once noted that serious damage had occurred to the vertical fin, rudder and lift elevator and that you immediately attracted the pilot's attention and endeavored to ascertain whether he desired you to jump from the plane. It further develops that you sent a radio message to your station, Dodd Field, Fort Sam Houston, advising that station of your plight; that you crawled out on the steps on the side of the airplane and again tried to determine whether the pilot desired you to leave the damaged craft. As you understood that he told you to jump, you did so at once and landed safely with your parachute near the airplane which went into a spin and was wrecked, resulting in the death of Lieutenant Orr.

On this occasion you performed your duty in a most commendable manner before jumping from the damaged plane, and you only resorted to the use of your parachute when a crash was imminent. By your cool action and quick thinking you probably averted serious injury or death, and you made every effort to acquaint the pilot with the danger. It is considered that your conduct was most commendable and worthy of the best traditions of the service."

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CHIEF OF AIR CORPS DIRECTS AERIAL MANEUVERS VIA RADIO

Major-General James E. Fechet, Chief of the Air Corps, arrived at Rockwell Field, Coronado, Calif., March 18th, for the purpose of inspecting the activities of that field and the Rockwell Air Depot and conferring with the officers of the post concerning the Air Corps Maneuvers now taking place at Mather Field, Calif.

The flight from Santa Monica, Calif., to San Diego, in which General Fechet, in a Keystone Bomber, was piloted by Captain Ira C. Eaker, was accompanied by 18 planes from the 95th Pursuit Squadron, Rockwell Field. These escort planes met General Fechet at San Juan Capistrano, Calif. On his flight to Rockwell Field, General Fechet used inter-phone radio communication, the system which was recently worked out at Rockwell Field. In the General's plane was a two-way radio, with which he communicated with the officer in command of the Pursuit formation of 18 planes. General Fechet's orders, upon being received by the officer, were relayed to each flight leader of a group of three planes who, in turn, relayed the instructions by arm signals to the pilot of each plane in the group. Upon reaching Rockwell Field, General Fechet was greeted by Major A.L. Sneed, the Commanding Officer. The General left the following day for Mather Field, via March Field, Riverside, Calif.

SERVICE IN THE ROYAL AIR FORCE
From The Royal Air Force Quarterly

"The Editor has done me the honor of asking me to contribute an article to the first number of the Air Force Quarterly on the subject of service in the Royal Air Force. I assume that his hope is to interest the non-Service reader, since there is little to be said which would be news to the members of the Force who experience its joys and sorrows daily in their own persons.

"On this assumption, I will not apoligize for beginning with the statement that the Royal Air Force is a third and independent fighting Service.

"It seems curious to have to say this, seeing that the institution of the Royal Air Force as a Service separate from the Army and Navy dates from April, 1918, but we still constantly find that it is not realized.

"Before dealing with service in the Force, it may not be out of place to explain how to enter it. This can most conveniently be done under the headings of:-

"(a) Permanent officers.
"(b) Short-service officers.
"(c) Other ranks.

PERMANENT COMMISSIONS

"The permanent officer enters through the Royal Air Force College at Cranwell in Lincholnshire, an institution similar to the well-known Royal Military Academy at Woolwich, Royal Military College at Sandhurst, and Royal Naval College at Dartmouth.

"Here he is given a two-years' intensive course, practical and theoretical. While Service subjects naturally predominate, the general aim is not to turn the cadet into an aeronautical engineer, which obviously could not be done in the time, but to give him a sound foundation on which to build subsequently.

"Somewhat of a novelty perhaps at a Service college is the inclusion of English and English literature with a view to stimulating interest and improving power of expression. From the lack of the latter we of an older Service generation have often suffered. We want to avoid the criticism once passed on a similar establishment, namely, that it gave the best possible training and the worst possible education.

"Last, but by no means least, the cadet is taught to fly.

"A permanent commission can also be obtained from the universities on much the same lines as an Army commission. In this case, the officer gets his Service training at a Flying Training School, after joining the Service, though he is now able at Oxford or Cambridge to do much of his ground training and to learn to fly by joining the University Air Squadron.

SHORT-SERVICE COMMISSIONS

"The short-service commission is a new departure and consequently requires perhaps somewhat fuller treatment.

"I believe I am correct in saying that in every Air Force in every country a non-permanent body of pilots has proved necessary. Working backwards from the higher appointments, it is obvious that, if a permanent career is to be open to every permanent officer, the number of entrants on a permanent commission must be limited. Moreover, aviation, especially military aviation, is a rapidly developing science. Energy, keenness and the power to absorb new ideas are essential in the higher ranks, and these, broadly speaking, are the attributes of comparative youth. An Air Force, if it is to give its full value, must therefore be young. Stagnation in promotion can only result in the senior officers being too old for their jobs.

"The permanent officer cadre of the Royal Air Force has therefore been strictly limited to such numbers as will, on an actuarial basis, throw open a career to all and prevent undue senility in the higher ranks. But this number does not provide the officers required, nor - a more important consideration - does it create any reserve of pilots in case of war. Casualties, however, begin at once, and nearly 100 per cent. of them are among the pilots.

"A system of early retirement of a proportion of officers in middle rank, such as exists in the Navy, might provide the officers required in peace, but would not meet the needs of mobilization when a reserve of officers of the junior ranks is what is needed.

"The problem has been solved by the short-service commission for five years with the Regular Air Force and four years, which may be extended, in its reserve. From the Service point of view, this meets the two essential requirements. It provides the officers in peace and the first reserve on mobilization. It has the further advantage of enabling the permanent cadre to be kept up to establishment and reinforced by the selection of a few short-service officers as required for permanent commissions, chosen from a large number who are known and have been tried.

"The short-service officer receives pay and allowances identical with those of the permanent officer, and in addition a gratuity of £ 75 per year of service payable at the termination of his five years' regular service, and designed as a nest-egg to help him to re-enter civil life.

"A small percentage of short-service officers are allowed to extend their regular service to ten years, receiving a higher gratuity for each year beyond the fifth, with a maximum of £ 1,000 on completion of ten years. This was found necessary to produce the required number of Flight-Lieutenants (equivalent to Captain in the Army). The number of officers of this and indeed of each rank on the permanent list is, of course, limited by its total numbers, and the permanent Flight-Lieutenants would, it soon became apparent, not meet the needs.

"The system has been criticized from the individual's point of view. The short-service officer leaving the Service at, say 25 to 28, would, it was said, find great difficulty in re-entering civil life, and would have little or no training or knowledge of a commercial value. Against this it may be urged that character tends more and more to have a commercial value, and that the short-service officer will have seen something of the world, learnt to command, experienced the value of discipline, and, if he chooses to take advantage of his educational opportunities, both practical and theoretical, should have acquired a good grounding of technical knowledge and ability in one direction or another.

"Anyhow, the gloomy prognostications of the critics have not been fulfilled. The Air Ministry obviously can not guarantee employment in civil life, but, in addition to recognizing some degree of moral responsibility towards its short-service officers, it has the compelling motive of self-interest to do all in its power to make the system a success.

"Here an apparent digression is necessary. Education in the Royal Air Force, both for officers and men, is carried out by a body of civilian graduated teachers, of whom one at least is available on every station. The short-service officer can, therefore, always obtain assistance in any studies he may wish to undertake against his return to civil life. The system also works in the opposite direction in that the education officer gets to know the capabilities of the short-service officers on his station.

"These considerations and an early experiment by an individual education officer in the direction of placing short-service officers in civil employment led to a more ambitious scheme, and there is now in the Ministry something in the nature of an Appointments Board at a university, with an education officer as secretary, who keeps in touch with employers all over the country, and offers his services to short-service officers whose period of regular service is shortly to expire. Thanks to the patriotism of employers, the scheme had a good start and the short-service officer himself and his service training have, it appears, 'delivered the goods'. Many firms have asked for more, which is after all the best proof, and I have been told lately that there is now a difficulty in filling the vacancies offered.

"The short-service officer is selected by personal interview without examination, and obtains his training of ten months at a Flying Training School where, in addition to learning to fly, he is taught the rudiments of military aviation, and learns his duties as an officer.

"Leaving aside for the moment the non-commissioned officer pilots - who are dealt with below - there is one other source of officer pilots, namely, by means of attachment for varying periods from the Army and Navy. Originally it was hoped to obtain a fair proportion of non-permanent officers in this way, one advantage being that it would ensure a knowledge of the uses and limitations of the air arm among the future commanders of the older Services. Various difficulties have been met with in practice. The Army finds it hard to spare the officers in peace, and requires their services on mobilization, thereby depleting the Royal Air Force reserve, while attached naval officers

are practically confined to the Fleet Air Arm afloat. One may perhaps hazard a guess that the final word on the subject has not yet been spoken.

STORES ACCOUNTANT AND MEDICAL BRANCHES

"Apart from its flying branch, the Royal Air Force has its own stores accountant and medical branches. The two former are filled by examination from candidates who can show previous business and accountancy experience respectively. The medical branch is principally filled by selection on a short-service basis, the permanent cadre, about 50 per cent. of the whole, being staffed by selection from among the short-service officers.

PROSPECTS OF PROMOTION

"One may perhaps conclude with a few words on a subject of great interest in all professions - namely, promotion.

"The ideal system of promotion is probably one of the insoluble problems of humanity. At all events, it has not hitherto been discovered as far as I know. Its general aim might, I suppose, be defined as offering reasonable prospects of promotion to all, while bringing the outstanding to the top.

"The diversity of attainments required in the Royal Air Force adds to the complications of the problem. The brilliant pilot, the expert engineer, the wireless magician, the photographer, and many others are all needed and all must have reasonably equal chances of promotion.

"For many reasons which are too long to enter into here, the Royal Air Force has made it a sine qua non that all members of its flying branch, which includes its technical experts, must fly. Only pilots, therefore, are considered in its general scheme of promotion, non-pilots and the non-flying branches being dealt with under separate rules.

"In the flying branch, an endeavor has been made to fulfil the aims defined above by a combination of seniority and selection. Pure selection rules in the higher ranks where numbers are manageable and individuals and their records are comparatively well known. Pure selection was adopted in the lower ranks also during the first few years of the Force's existence as a separate entity. This was partly to straighten out the many anomalies resulting from the rapid formation of the Force in time of war, and partly as an experiment. But time showed that it was not practicable and must inevitably result in a larger and larger collection of fixtures at the top of each rank, not because they were not fit for promotion, but because there were always some more brilliant youngsters below them who got promoted over their heads.

"Promotion purely by seniority was ruled out as obviously unsuitable for a highly active and technical service which requires comparatively young leaders.

"The eventual solution was seniority tempered by ante-dates which count for promotion only and make no difference in an officer's seniority in his existing rank.

"These ante-dates of various periods up to two years as a maximum are earned automatically by successful qualification in the various technical subjects such as engineering, wireless and the like, for proficiency in foreign languages and for graduating at the Staff College or as a Flying Instructor.

"Further, to ensure that the really brilliant pilot does not get left behind, even if he does not aspire to any of these attainments, each air officer commanding is allowed to recommend so many months' ante-date in all, according to the number of officers under his command, quite apart from the automatically earned ante-date. The limit of recommended ante-date is three years, and of recommended and automatic ante-date combined four years.

AIRCRAFT APPRENTICES

"In its other ranks, the Royal Air Force requires over 60 per cent. of skilled tradesmen of very various trades. Peace experience soon showed that first-class skilled men would not be forthcoming in anything like the numbers required and that consequently the Air Force must train its own. As long ago as 1919, therefore, a system of boy training was instituted. Advantage was taken of the educational system of the country, and the main source of entry is by the nomination of boys of 15 to 16½ by the local education authorities all over the kingdom. Selection among nominees is by competitive examination with a qualifying minimum, and those successful join the School of Technical

Training at Halton in Buckinghamshire as Aircraft Apprentices. This source of entry is supplemented by open examination by the Civil Service Commissioners, and by the direct entry, on reaching the qualifying standard, of the sons of fathers who have served in His Majesty's Fighting Forces.

The course at Halton lasts three years, during which the Aircraft Apprentices continue their general education under civilian education officers, and are taught their trade by serving and Ex-Service instructors. As nearly 1,000 skilled men are required annually, there are upwards of 3,000 in residence, and Halton is probably the largest school of its kind in the world. The estate formerly belonged to the late Mr. Alfred Rothschild, and the beautiful park and surrounding meadowland provide adequate playing grounds for the whole of the school. Magnificently equipped workshops exist, built during the war, and the barracks, commenced in 1919, are the most up-to-date in England. Halton will repay a visit from anyone interested in a large-scale educational experiment, though it may claim by now to have passed the experimental stage.

"A similar technical school for men of the wireless trade, though on a far smaller scale, exists at Cranwell.

"Skilled men in trades in which a few only are required and unskilled men are obtained by ordinary direct enlistment.

"One or two points in connection with the prospects of the airman deserve mention.

"Aircraft Apprentices are entered every six months to the number of about 500. From each batch passing out of the schools at Halton and Cranwell, six are selected for cadetship from among those highest on the list. These six proceed to Cranwell College, where they are given the ordinary two-years' course free of any expense, and, on passing out successfully, are granted commissions.

NON-COMMISSIONED-OFFICER PILOTS

"Ex-Aircraft Apprentices and directly enlisted men of certain trades have also the privilege of volunteering for training as non-commissioned-officer pilots, of whom there are at present between three and four hundred in the Royal Air Force. On completion of training, these men are promoted to the rank of Sergeant. Normally, they continue as pilots for five years, though in exceptional cases this may be extended. Subsequently they revert to their trade, but remain on the flying reserve, for which they receive a retaining fee and are kept in flying practice.

"Sergeant-pilots are eligible for selection for a permanent commission, a few of which are awarded annually.

A LIFE FULL OF PROFESSIONAL INTEREST

"And now to justify the title of this article. What has service in the Royal Air Force to offer? From the prosaic but important aspect of a living, it does not lead to riches except in the case of the favoured few who become so expert technically as to obtain a fat billet in an armament firm. But it does offer to the careful a living wage from the commencement, a fair income in middle life, and a reasonable pension.

"To the ardent youngster who wants to see the world in a novel and romantic guise the Royal Air Force offers far more. This is a mechanical age, an age of ever-increasing speed, and an age of rapid scientific development, and where can the rising generation enjoy all these to anything like the same extent as in the Royal Air Force? If we go back twenty-five years, the aeroplane had not evolved. If we go back fifteen years, 80 miles an hour was about the limit with an engine of about 100 horse-power. We have lately seen flight at nearly 360 miles per hour, and have engines of 600 horse-power and more, and it would be a bold man who would forecast the developments of the next quarter of a century.

"Then, again, there is the exhilaration of flight, the superiority complex, as it were, of seeing the little motor-cars and railway trains crawling along below, one, confined to their roads or rails, while oneself enjoying extreme speed and perfect freedom in all three dimensions.

"What a wonderful capacity to see the world is conferred, too, by the aeroplane! Read Sir Philip Sassoon's account of his flight to Egypt, the Sudan, Palestine, Iraq, and India, and you will be verily astonished by all he saw of ancient splendour and modern activities in a few weeks' trip by air. The North-West Frontier of India, that strip of age-long romance, invasion and raid since-

and, for that matter, before - Alexander the Great, can be traversed in a few hours, and a bird's-eye view obtained which goes far towards a realization of its problems, their importance and their interest.

"Iraq, Palestine, Egypt and the Sudan, with their wealth of archaeological and historical interest, are easily explorable by aeroplane. The Royal Air Force serve in all these countries, and in Iraq and Palestine the interest is enhanced by the responsibility for internal security and external defence.

"Then, unless there should be monotony, there are the long-distance flights with all their interest and experience, such as those from Cairo to the Cape and Nigeria, the Far East flight from England to Australia and Hong-Kong, the direct flight to India without a stop, and a host of lesser flights.

"The R.A.F. also offers attractions to the lover of the sea. Flying boats, capable of a wide range of action on their own resources, are now stationed in the Persian Gulf and at Singapore, as well as in the British Isles, while the Fleet Air Arm, of course, shares the ubiquity and instant readiness for action of the Royal Navy.

SPORT

"Apart from the interest of the Service itself and of the countries in which it operates, the wide distribution of the force offers facilities for all and every kind of sport. Hunting at home; big and small-game and mountain shooting in India; snipe, duck and woodcock shooting in Iraq, Palestine, and Malaya; shooting of all kinds in Africa; and fishing in many waters, not forgetting the big tarpon-like monsters of the Persian Gulf. Add to these pig-sticking in India - that sport of kings - and, of course, every kind of game from polo to ping-pong.

"Such is life in the Royal Air Force - a life full of professional interest, in a Service which is continually developing on the scientific side, constantly being given new responsibilities, and finding itself up against novel problems, administrative, technical and military, which offer scope to any and every taste.

"One other word. The Royal Air Force motto is "Per ardua ad Astra", and it tries to live up to it."

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NATIONAL GUARD AVIATION COMPLETED

With the federal recognition of the 44th Division Aviation units, consisting of the 119th Obs. Squadron, the 119th Photo Section and the Medical Dept. Detachment, all stationed at Newark, N.J., the first step in development of National Guard aviation is completed. The 119th Squadron is the nineteenth observation squadron to be organized in the National Guard of the various States, making one for each of the 18 Infantry Divisions and the 154th Obs. Squadron at Little Rock, Ark., which is assigned to Army Aviation.

In the Regular Army all division aviation will be transferred to the corps but in the peace time organization of the National Guard it will for the time being at least remain a part of the division to facilitate administration, training and equipping.

The other National Guard Observation Squadrons are stationed as follows:

101st (26th Division Aviation), Massachusetts National Guard, Boston.
102nd (27th Division Aviation), N.Y. National Guard, New Dorp, Staten Id.
103rd (28th Division Aviation), Penna. National Guard, Philadelphia, Pa.
104th (29th Division Aviation), Maryland National Guard, Baltimore.
105th (30th Division Aviation), Tennessee National Guard, Nashville.
106th (31st Division Aviation), Alabama National Guard, Birmingham.
107th (32nd Division Aviation), Michigan National Guard, Detroit.
108th (33rd Division Aviation), Illinois National Guard, Chicago.
109th (34th Division Aviation), Minnesota National Guard, St. Paul.
110th (35th Division Aviation), Missouri National Guard, St. Louis.
111th (36th Division Aviation), Texas National Guard, Houston.
112th (37th Division Aviation), Ohio National Guard, Cleveland.
113th (38th Division Aviation), Indiana National Guard, Indianapolis.
115th (40th Division Aviation), California National Guard, Los Angeles.
116th (41st Division Aviation), Washington National Guard, Spokane, Wash.
118th (43rd Division Aviation), Connecticut National Guard, Hartford.
120th (45th Division Aviation), Colorado National Guard, Denver.

Organization of aviation for Cavalry divisions is not contemplated at present. Further efforts in development of National Guard aviation will be directed ed toward perfecting training and completing the equipment of present squadrons.

FOUNDER OF CATERPILLAR CLUB LEAVES THE AIR CORPS

Mr. M. H. St. Clair, who with the late Maurice Hutton and Verne E. Timmerman, founded the now famed Caterpillar Club, severed his connection with the Materiel Division of the Air Corps, Wright Field, Dayton, Ohio, on April 1st, to become associated with the Switlich Parachute and Equipment Company of Trenton, N.J.

A member of the Parachute Unit of the Equipment Branch of the Materiel Division since 1922, Mr. St. Clair, under Major E. L. Hoffman, participated in the most interesting phases of the development of the Air Corps parachute. It was his keeping of the early records of emergency jumps that led to the organization of the Caterpillar Club, to which he was instrumental in giving its name.

Mr. St. Clair was also active in the development of tow targets; flying clothing, including gloves, helmets, and face masks for oxygen apparatus, and many other items of like equipment. The News Letter Correspondent states that his services will be greatly missed at the Materiel Division.

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MATERIEL DIVISION RECEIVES A MOHAWK "PINTO."

Captain Robert Kauch, Air Corps, stationed at the Materiel Division of the Air Corps, Wright Field, Dayton, Ohio, recently ferried to that station from Minneapolis, Minn., a new Mohawk "Pinto" low-wing monoplane, purchased from the Mohawk Aircraft Corporation for experimental study and development by the Air Corps. With cantilever wing construction, the "Pinto" is powered with a Kinner K-6 motor delivering more than 100 horsepower. The Air Corps designation given this plane is XPT-7.

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THE TRAINING OF RESERVE OFFICERS AT SELFRIDGE FIELD

By the News Letter Correspondent

The training of Air Corps Reserve officers, inactive status, who are qualified pilots, is a very important function at Selfridge Field, Mt. Clemens, Mich. This field, located so near Detroit, is visited throughout the week and especially on holidays and Sundays by many inactive Reserves who are qualified pilots and who take advantage and make the most of their opportunities to motor 25 miles for this inactive duty pilot training. There are approximately twenty Reserve pilots who fly at this station regularly and, if the weather is good and planes are available, it is seldom, indeed, that they fail to make the most of their allotment of four hours' inactive flying per month. The Fiscal Year allotment of inactive flying hours for Selfridge Field is almost exhausted, and all pilots are wondering if more hours will be available.

So far Selfridge Field received three separate allotments of flying hours for inactive duty training, totaling 1,375 hours, of which but approximately 35 hours remain.

Reserve officers reporting to this station for inactive duty flying are provided with every available facility which, of course, includes any kind of flying equipment desired. If necessary, they are flight-checked in training type aircraft and then permitted to fly observation and pursuit planes as soon as they are found qualified.

In accordance with existing regulations, Training, Observation and Pursuit type aircraft are made available for Reserve pilots whenever possible, and each pilot is carefully checked to insure that he qualifies for service type aircraft with the least possible delay. To date, all Reserve officers regularly flying at Selfridge Field on inactive status have been placed in Group I as qualified to perform piloting duty with a tactical organization without further training.

This station has found all inactive Reserve officers intensely interested in this Reserve training. They have all along manifested a willingness to comply with War Department and post regulations covering this inactive training, and this speaks well for aviation in general, besides insuring hundreds of competent pilots for tactical organizations in time of emergency.

Including the pilot time consumed by inactive Reserve officers assigned to other Corps Areas, the total inactive Reserve flying hours at Selfridge Field during the Fiscal Year 1930 is now in excess of 2,000, and all through these 2,000 hours in Training, Observation and Pursuit aircraft no accidents or injury to pilots and aircraft have occurred save minor damages to aircraft which would

ordinarily be expected in normal training.

We like to cite one incident here which typifies the genuine interest which Reserve officers at this station display in their training. Some few days ago, just after a light thaw, a P-3A Pursuit, an O-2 and a PT-1 had been ordered out for Reserve flying. Major Myron A. Sine, Air Reserve, who supervises the inactive training of pilots from his organization in Detroit, took off in the P-3A. After a few landings he taxied to the line and suggested to the Operations Officer that only the Observation and Training types be flown, since the ground was soft and the wheels of the Pursuit planes had a tendency to sink through the crust and there was an easy possibility of damaging the ship by nosing it over. A check of the field proved Major Sine to be correct, and the P-3A was returned to the hangar.

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IMPROVED WINTER FLYING SUITS

According to the News Letter Correspondent, three new types of winter flying suits have been under experimental test at Wright Field the past winter, out of which it is hoped a successful type may be obtained which will materially increase the warmth without increasing the bulk of the suits heretofore worn, and at the same time offer greater comfort for extreme cold weather flying.

One type of suit has the outer shell of goat skin, with removable eiderdown lining, the removable feature making it possible for use as a two-service suit. This suit has more warmth than the standard B-7 type without appreciably increasing the bulk. The second has an outer shell of combed, tanned calfskin with a silk pile fabric lining. It is lighter by three to four pounds than the standard, having practically the same warmth and 50 percent greater flexibility. The third type is the standard B-7, with the blanketing replaced by fur in the body only. This gives 100 percent increased flexibility, more warmth, and about forty percent reduction in weight.

The size of the collar on all of these types has been increased so that they button closely about the face, and when pulled up offer protection to mouth, nose and cheeks. Orders will be placed for one or more of these models, it is expected, for service testing.

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ACTIVITIES AT MITCHEL FIELD

Now that Spring is almost at hand in and about Gotham and the birds are setting up at least a half-hearted warble, flying is due to take a fresh and keen hold at Mitchel Field, L.I., New York. "Not that we haven't been doing things this past winter," explains the News Letter Correspondent, "for despite the inclement weather we have managed to keep up an efficiency not to be questioned considering our lack of ships. Radio ships have cracked off missions with regularity and precision; photography has been crowded into every available fair day; formation flights have been run off quite consistently, and liaison and contact missions of a practice nature have done much to keep us in condition.

The path between Mitchel Field and the Curtiss plant in Buffalo has become a well-flown one during the last few months and, as a result, we have 21 new O-1E's to brag about, and justly too, because of their great improvement over the old Falcon. Ask the man who has flown one.

The Group is not only scheduled for an extensive gunnery program this Spring at Camp Dix, New Jersey, but, as usual, will be the salient feature in the grand old game of defending the Atlantic seaboard from the wilds of 'Joisey' to the wilder wilds of dear old Boston. 'They shall not take New York!' quoth Whalen, as he nonchalantly tossed a Red bomb out of the City Hall."

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PHOTOGRAPHIC OFFICERS HOLD POW WOW

A board of officers convened at Wright Field recently for the purpose of considering the tables of basic allowances for photographic sections, making recommendations for changes such as may effect economy in the amount of photographic supplies used throughout the service, and discussing policies for the betterment of photographic units. The board was composed of the following officers: Capt. W.D. Wheeler, Selfridge Field; Capt. A.W. Stevens, Wright Field; Lieuts. G.W. Goddard, Chanute Field; Guy Kirksey, Office Chief of Air Corps, and H.K. Baisley, Post Field.

NEW TYPE OF GUN CAMERA TO BE TESTED

The gun camera is used in the Army Air Corps for training pilots in the firing of machine guns upon other aircraft. The gunner aims the camera as he would a gun but, instead of firing, a picture is made which shows whether a hit or miss of the enemy plane would have resulted had he fired a gun. Besides receiving training in the firing operation, the flying officer can learn from the film records his exact efficiency as a gunner.

The new Type G-2 gun camera lends more aid in the training feature, since it approaches in size and shape the .30 caliber Browning machine gun and may be mounted on the synchronizer gun mount, thus obviating the necessity of providing an extra mount and giving greater versimilitude to actual gunnery.

The steel parts of the gun are of stainless steel, and this is probably the first instrument of its kind incorporating stainless steel ball bearings. The castings are made of bronze, the combination of metals making it especially resistant to tropical and salt water corrosion. The gun shoots a minimum of three pictures a burst, the record of the time being recorded after each burst. The first experimental model has been delivered to the Materiel Division of the Air Corps at Wright Field, Dayton, Ohio, where the belief prevails that the instrument will prove valuable as a service type.

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AERIAL PHOTOGRAPHIC DISPLAY DURING PHILIPPINE CARNIVAL

The personnel of the 6th Photo Section, stationed at Nichols Field, P.I., displayed undiscovered talents recently by taking the role of side-show ballyhoo artists in the annual Philippine Carnival. Lieut. McDonnell was in charge of the Air Corps exhibit and set up a booth that ranked with the best. Among the articles on display were aerial oblique photographs, mosaics, airplane and airship models, machine guns, bombs, parachutes, propellers and an airplane motor. The personnel worked in shifts, explaining to the interested public the operation of all aerial equipment. Aerial oblique photographs were made of the Carnival for newspaper publication.

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RECENT PROMOTIONS OF ENLISTED MEN OF THE AIR CORPS

Brooks Field -	Staff Sgt. Russell L. Philapy, 46th Sqdn. to Tech. Sgt.
	Tech. Sgt. Magnus F. Susmiehl, 32d Sqdn. to Master Sgt.
Chanute Field -	Elmer Bruss, Tech. Sgt. Tech. School, to Master Sgt.
	Staff Sgt. Lee Silvers, Tech. School, to Tech. Sgt.
France Field -	Tech. Sgt. Archie L. Taylor, 7th Obs. Sqdn. to Master Sgt.
Hawaiian Dept. -	Tech. Sgt. Maurice Harthanze to Master Sgt.
	Staff Sgt. Hans G.C. Haffner to Tech. Sgt.
Kelly Field -	Staff Sgt. Albert J. Freathy, 68th Serv. Sqdn. to Tech. Sgt.
	Staff Sgt. Joseph H. Drobin to Tech. Sgt.
Langley Field -	Tech. Sgt. Wm. W. Spoor, Tectical School, to Master Sgt.
	Tech. Sgt. Chester E. Johnson, 96th Bomb.Sqdn. to Master Sgt.
	Staff Sgt. Fred P. Miller, 49th Sqdn. to Tech. Sgt.
	Staff Sgt. Benjamin A. Cheska, 19th Airship Co. to Tech.Sgt.
	Staff Sgt. Chas. W. Draper, 49th Sqdn. to Tech. Sgt.
March Field -	Tech. Sgt. Donald M. Sweeney, 53d Sqdn. to Master Sgt.
	Staff Sgt. Stanford J. Lee, 47th Sqdn. to Tech. Sgt.
Panama Dept. -	Tech. Sgt. Archie L. Taylor to Master Sgt.
Selfridge Field -	Tech. Sgt. Cody Dalton, 17th Pursuit Sqdn. to Master Sgt.
	Staff Sgt. Ray Gaston, 57th Serv. Sqdn. to Tech. Sgt.
	Staff Sgt. William E. Pope to Tech. Sgt.
	Staff Sgt. Frank Skrobacke to Tech. Sgt.
	Staff Sgt. George Callaghan to Tech. Sgt.

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During the month of March, the Personnel Division, Office of the Chief of the Air Corps, received a total of 315 applications for flying cadet training, this number representing a substantial increase over the numbers received during the months of January and February.

AIR CORPS OFFICERS DESIGNATED TO ATTEND STAFF SCHOOL

Special Orders of the War Department recently issued designated the following-named Air Corps officers as students at the Command and General Staff School, Fort Leavenworth, Kansas, for the 1930-1932 course. They have been directed to report to the Commandant of that School between August 20 and 31, 1930.

Major Vincent B. Dixon
Major Henry J. F. Miller
Major George E. Stratmeyer
Major Benjamin G. Weir
Major Barton K. Yount
Captain Frederick I. Eglin
Captain Arthur K. Ladd
Captain John I. Moore
Captain Charles T. Phillips

With the exception of Major Dixon and Captain Phillips, all of the above-named officers are students at the present time at the Air Corps Tactical School, Langley Field, Va. Major Dixon is on duty as instructor at this school, while Captain Phillips is a student at the Infantry School at Fort Benning, Ga.

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SUMMER TRAINING CAMPS OF NATIONAL GUARD AIRMEN

The various Air Corps National Guard Squadrons will spend their two weeks' field training this coming summer at the points named below, viz:

Alabama - 31st Division, Camp McClellan, Ala., August 16 to August 31.
Arkansas 154th Obs. Squadron, Pensacola, Fla., July 13 to July 27.
California - 40th Division, San Luis Obispo, Calif., July 26th to August 9th.
Connecticut - 43rd Division, Groton, Conn., August 5 to August 19.
Colorado - 45th Division, Golden, Colo., June 6 to June 21.
Illinois - 33rd Division, Camp Grant, Ill., August 2 to August 16.
Indiana - 38th Division, Camp Knox, Ky., August 3 to August 17.
Maryland - 29th Division, Langley Field, Va., August 10 to August 24.
Massachusetts 26th Division, Location not known, August 5 to August 19.
Michigan - 32nd Division, Grayling, Mich., August 12 to August 26.
Minnesota - 34th Division, Wold-Chamberlain Field, June 14 to June 28.
Missouri - 35th Division, Camp Clark, Mo., July 20 to August 3.
New Jersey - 44th Division, Newark, N.J., August 16 to August 30.
New York - 27th Division, Pine Camp, N.Y., July 27 to August 10.
Ohio - 37th Division, Camp Perry, Ohio, July 27 to August 10.
Pennsylvania 28th Division, Langley Field, Va. Date not set.
Tennessee - 30th Division, Camp Jackson, S.C., August 3 to August 17.
Texas - 36th Division, Palacios, Texas, August 1 to August 15.
Washington - 41st Division, Camp Murray, Wash., June 14 to June 28.

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MATERIEL DIVISION A MECCA FOR AIRCRAFT ENGINEERS

The standing enjoyed by the Materiel Division of the Air Corps among those affiliated with the aircraft industry, both in this country and abroad, is attested by the large list of manufacturers, engineers and interested visitors who came to Wright Field, Dayton, Ohio, during the month of March, in the majority of instances for engineering conferences, among whom may be mentioned:

Donald Douglas of the Douglas Aircraft Corporation,
J.C. Axelson, Axelson Aircraft and Engine Corporation,
Cleveland Walcutt, Ethyl Gasoline Corporation,
Captain Helm Speidel, German Army,
Ludwig Duerr, Chief Engineer of the Zeppelin Company,
J. M. Miller, Stromberg Motor Devices,
Clem G. Trimbach, Curtiss Company,
Alfred Verville, Verville Aircraft Company,
Harold Caminez, Allison Engineering Corporation,
Frederick Charavay, Hartzell Propeller Company,
Robert Hartzell, Hartzell Propeller Company,
T. E. Tillinghast, Pratt and Whitney Company.
Ernest W. Dichman, Aviation Corporation,
Major Paolo Spernadori, Italian Embassy,
Commander Silvio Scaroni, Air Attache, Italian Embassy,
P. G. Johnson, President, Boeing Airplane Company,
J. F. Meade, Mercury Aircraft, Inc.

Dr. O. C. Bridgman, Bureau of Standards, Washington, D.C.
George S. Wheat, United Aircraft Company, New York,
Arnold C. Dickinson, Sikorsky, Company,
Guy Vaughn, Wright Aero Corporation,
B. D. Thomas, Thomas-Morse Aircraft Co.
G.S. Wilkinson and C. S. Napier of D. Napier and Sons, Ltd., London, Eng.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Lieut.-Col. Henry B. Clagett from duty as Air Officer, 9th Corps Area, to Air Corps Training Center, Duncan Field, Texas.

Major Gerald E. Brower, Wright Field, to Selfridge Field, Mich.

Captain George W. McIntire from duty with Organized Reserves, 8th Corps Area, San Antonio, Texas, to duty as Instructor, Air Corps, Mass. National Guard, Boston, Mass.

Captain Ross G. Hoyt, upon completion of course of instruction at Air Corps Tactical School, to Selfridge Field, Mich.

Captain Clyde V. Finter, Wright Field, to Air Corps Training Center, Duncan Field, Texas, July 1, 1930.

Major Lawrence W. McIntosh from duty in Office of the Chief of the Air Corps to Crissy Field, Presidio of San Francisco, Calif., to assume command.

Major George H. Brett, upon completion of present course of instruction at Command and General Staff School, Fort Leavenworth, Kansas, to Selfridge Field.

Major Harrison H.C. Richards, upon completion of present course of instruction at Command and General Staff School, to Air Corps Training Center.

Captain Roderick N. Ott, Brooks Field, to Selfridge Field, Mich.

Captain Gilbert T. Collar from duty with Organized Reserves, Harrisburg, Pa. to Langley Field, Va., for duty as student at Air Corps Tactical School.

1st Lieuts. Robert J. Brown, Jr., Charles McK. Robinson and Frank B. Tyndall, upon completion present course of instruction at Air Corps Tactical School, to report to Commandant of that School for duty.

1st Lieut. John DeF. Barker, upon completion of present course of instruction at Air Corps Tactical School, to Langley Field, Va., for duty.

1st Lieut. Walter K. Burgess from duty at University of Illinois, Urbana, Ill. to Chanute Field, Rantoul, Ill.

1st Lieut. Edward E. Hildreth from Chanute Field, Ill. to duty at University of Illinois, Urbana, Ill.

1st Lieut. Ray L. Owens, March Field, to duty in Office of Chief of Air Corps.

1st Lieut. Walter R. Peck from Schoen Field, Indianapolis, Ind., to Maxwell Field, Montgomery, Ala.

1st Lieut. Clarence E. Shankle from duty as Instructor, Air Corps, Mass. National Guard, Boston, Mass., to Fort Sill, Okla. for duty with Air Corps troops.

1st Lieut. Roy W. Camblin, Brooks Field, to duty with 365th Observation Squadron, Organized Reserves, 8th Corps Area, Muskogee, Oklahoma.

Orders assigning 1st Lieut. James T. Curry to Fort Crockett, Texas, upon completion course of instruction at Air Corps Tactical School, revoked.

1st Lieut. Augustine F. Shea, upon completion tour of foreign service, to Air Corps Training Center, Duncan Field, Texas. Assignment to Bolling Field revoked.

2nd Lieut. Charles F. Sugg, Brooks Field, to Materiel Division, Wright Field.

2nd Lieut. Harry J. Flatequal, Brooks Field, to Chanute Field, Ill.

Relieved from Detail to the Air Corps: 2nd Lieut. Warren C. McDermid to the 1st Field Artillery, Fort Sill, Oklahoma.

2nd Lieut. John E. Theimer to 18th Field Artillery, Fort Sill, Okla.

2nd Lieut. George V. Millett, Jr., to 7th Infantry, Fort Crook, Nebraska.

2nd Lieut. Joseph M. Colby to 1st Cavalry Division, Fort Bliss, Texas.

2nd Lieut. Frank E. Fries to 2nd Engineers, Fort Logan, Colorado.

2nd Lieut. Charles S. Venderblue to 1st Field Artillery, Fort Sill, Okla.

2nd Lieut. George R. Sutherland to 10th Cavalry, Fort Huachuca, Arizona.

Detailed to the Air Corps, and to Brooks Field, Texas, July 1,1930, for PRIMARY FLYING TRAINING: 2nd Lieut. Wm. P. Connally, Jr. Field Artillery.

2nd Lieut. Jacob G. Reynolds, Coast Artillery Corps.

Reserve Officers Detailed to Extended Active Duty: July 2,1930, to Dec.31, 1930: 2nd Lieut. Frank B. Stuart, San Antonio, Texas, to Fort Crockett, Texas; 2nd Lieut. Leroy B. Shidler, Marianna, Pa., to Langley Field, Va.; 2nd Lieut. Ross N. Huguet, Centerville, Texas, to Fort Crockett, Texas.

April 1 - March 31, 1931: 2nd Lieut. Harry Tatum Rowland, San Antonio, Texas, to Dodd Field, Fort Sam Houston, Texas; April 15,1930 to April 14, 1931 - 2nd Lieut. Hugh Francis McCaffery, Chester, Pa., to Mitchel Field, N.Y.; 2nd Lieut. John A. Herman Miller, Tulsa, Okla., to Dodd Field, Fort Sam Houston, Texas; 2nd Lieut. Robert Sheldon Butler, Des Moines, Iowa, to Marshall Field, Kansas: July 2, 1930, to January 2, 1931:- 2nd Lieut. Virgil D. Westbrook, San Clemente, Calif., to Rockwell Field, Calif.; 2nd Lieut. Conger Poage to Fort Crockett, Texas; 2nd Lieut. Ernest Cecil Slye, Fairhope, Ala., to Maxwell Field, Ala.

2nd Lieut. Dewey Bartlo, Phoenix, Ariz. to Langley Field, June 29 to Dec.27, 1930.

2nd Lt. John F. Turner, Oakland, Calif. to Crissy Field, May 15 - May 14,'31.

2nd Lt. Clarence L. Terrill, Takoma Park, Md., to Langley Field, Va., April 1, 1930 to March 31, 1931.

2nd Lt. Albert I. Patrick, Mobile, Ala. to Maxwell Field, Montgomery,Ala., June 30, 1930, to December 28, 1930.

Resignation: 2nd Lieut. Gilbert Lorenzo Tefft, April 15, 1930.

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CONTRACTS AWARDED FOR NEW AIRPLANE ENGINES

The Army Air Corps recently awarded a contract to the Pratt & Whitney Aircraft Company, Hartford, Conn., for 252 Pratt & Whitney air-cooled, direct drive, Model R-1690-A "Hornet" engines, and certain spare parts therefor, at a total cost of $1,450,570.72. A contract was also awarded to the Curtiss Aeroplane and Motor Co., Inc., Garden City, Long Island, N.Y., for the purchase of 100 Curtiss water-cooled Model D-12-E engines and certain spare parts therefor, at a total cost of $660,280.00.

The "Hornet" engines are to be installed in the Bombardment airplanes for which a contract was recently awarded the Keystone Aircraft Corporation of Bristol, Pa., while the D-12-E engines are to be installed in Model A-3B Attack airplanes for which a contract was previously awarded to the Curtiss Company.

These engines are being procured from available funds from the Air Corps appropriations for the Fiscal Year ending June 30, 1930.

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NEW SAFETY BELT

A new design of safety belt has been made by the Equipment Branch of the Materiel Division, Wright Field, Dayton, Ohio, which has the following advantages: Easily adjusted for any size of man; quickly releasable with pulling motion; can be stowed out of the way when not in use, yet readily accessible; warns pilot when belt should come open prematurely; long life, and will not weaken with age.

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LONG CROSS-COUNTRY TRIP TO COORDINATE TRAINING

Major Clarence L. Tinker, Assistant Commandant of the Advanced Flying School, Kelly Field, San Antonio, Texas, recently completed a flying tour involving 4,000 miles, during which he visited every tactical Army Air Corps unit east of the Rocky Mountains, for the purpose of coordinating flying training.

This was one of the longest cross-country flights made from the Advanced Flying School for this mission in some time. Major Tinker flew an A-3 Attack plane, and was accompanied by Lieut. J.A. Mollison, senior instructor of Observation at Kelly Field.

The officers took off from their home airdrome at Kelly Field on March 16th and, besides conferring with Army Air Corps officials, visited the United States Naval Flying School at Pensacola, Fla., comparing results of training methods.

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NOTES FROM AIR CORPS FIELDS

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Materiel Division, Wright Field, Dayton, Ohio, March 28th:

Mr. Ford L. Prescott, Test Engineer of the Power Plant Branch, is enjoying a month's leave of absence in Florida. He was formerly Associate Professor of Mechanical Engineering at the University of Florida. His recent work at the Division has been concerned with a study of engine vibrations.

Lieut. R.S. Barnaby, U.S. Navy, formerly attached to the Materiel Division, spent a week at Wright Field early in March to confer with engineers on the revision of the Handbook of Instructions for Airplane Designers.

Lieut. J.B. Hadden, of the Flight Test Branch, left March 5th for three months' temporary duty in the Office of the Chief of the Air Corps.

The following Chanute Field officers were at Wright Field from March 9th to 14th for the purpose of visiting the various activities: Lieuts. A.G. Hamilton, M.M. Murphy, W.A. Morgan, A.F. Selter and W.S. Lee.

Lieut. E.R. McReynolds reported for duty at the Materiel Division on March 10th and was assigned to the Inspection Branch. His previous assignment was that of Air Corps representative at the Keystone Aircraft Company, Bristol, Pa.

Lieuts. Leroy Wolfe, J.G. Taylor and Ray Zettel took off on March 12th for Santa Monica, Calif., for an inspection of the mock-up of a new Douglas Observation airplane.

Lieut. D.W. Watkins left by rail for Bridgeport, Conn., to inspect a Sikorsky Amphibian being constructed for the Air Corps.

Louis C. Hagemeyer in charge of moving picture photography at Wright Field, left by plane on March 14th with Lieut. Guy Kirksey, of the Office of the Chief of the Air Corps, to photograph the Air Corps Exercises at Sacramento, Calif. These photographs will form a historical record of maneuvers for study later, and for exhibition purposes at the various fields throughout the country.

Major H.H. Arnold, Commanding Officer of Fairfield and Chief of the Field Service Section of the Materiel Division; Major G.E. Brewer, Chief of the Airplane Branch; and Lieut. H.P. Rush, of the Airplane Branch, are absent from the Division attending the Air Corps Exercises on the West Coast.

Lieut. F.O. Carroll left on March 21st by rail to ferry a Thomas-Morse O-19B airplane to this station.

Lieut. W.B. Hough arrived on March 24th from Mitchel Field for a three-days' conference with radio engineers.

Lieut. E.R. Page, Chief of the Power Plant Branch, left on March 27th for Buffalo, New York; Paterson, N.J.; and Hartford, Conn, to confer with the Curtiss, Wright Aeronautical, and Pratt and Whitney Companies concerning engines contracted for by the Air Corps.

Marshall Field, Fort Riley, Kansas, March 25th:

Observers in the squadron are being given instruction and practice in Aerial Photography under Lieut. Lloyd C. Blackburn, of the Ninth Photo Section. Each officer is taking and laying a mosaic map, taking and developing both vertical pin points and obliques.

A portion of the Kansas River on the reservation is being used for rear aerial gunnery practice by sighting on protruding stumps or some such objects. The results of firing the flexible mount guns can be readily seen, and proves to be an instructive means of securing preliminary practice.

2nd Lieuts. Clarence E. Engart, Eugene M. Kruse, Dyke F. Meyer, Julian M. Joplin, Air Corps Reserve, graduates of the Advanced Flying School of the class of February 28th, 1930, reported for a year's active duty at this station on March 10th.

2nd Lieut. Roy T. Wright, Air Corps, who graduated from the Advanced Flying School with the class of October 14th, 1929, reported for duty at this station on March 1st.

Lieut. and Mrs. Lloyd C. Blackburn were host and hostess at a most enjoyable Air Corps supper dance at the Junction City Country Club on February 26th.

The Post Bowling tournament for 5-men teams was recently won by the Squadron bowling team. A tournament is now being held for three-men teams: Sgts.

Ruef, Eberling; Pvts. Oldson and Hayden comprised the first team. Repeating the record of the five-men team, this team won first place. The second team, comprising Sgt. Henderson, Pvts. Colosi, Parks and Phinney, won third place in the tournament.

War Department orders were received extending the active duty period of Lieuts. Carl N. Olson and Charles C. Cunningham, Air Corps Reserve, from July 2, 1930 to January 2, 1931, and of Lieut. Dick R. Petty from June 30 to December 23, 1930.

San Antonio Air Depot, Duncan Field, San Antonio, Texas, March 26th:

On February 26th the Depot enjoyed a visit from Lieut.-Col. Ira Longanecker, Chief of the Information Division, Office of the Chief of the Air Corps, in connection with his recent tour of Air Corps activities in this vicinity. He was accompanied by Lieut. Arthur I. Ennis, also of the Information Division.

Lieut. Russell J. Minty of the Fairfield Air Depot, Fairfield, Ohio, was on temporary duty at this Depot, February 23d, 24th and 25th, for conference and study of the system of operating the Air Corps Station Supply Department at this Depot, arriving and leaving by air.

Capt. Warner B. Gates, was welcomed into the Depot's official family on February 26th, having been transferred here from Kelly Field. Capt. Gates was appointed Depot Adjutant and to all the other multifarious offices concomitant thereto, relieving Lieut. Albro, who was reassigned to his former duty as Assistant Engineering Officer of the Depot.

A party of four enthusiastic lads, members of the Aero Club of the Brackenridge High School in San Antonio, made an intensive tour of inspection through the Depot's Engineering Shops on February 27th, and apparently had a thoroughly enjoyable and instructive time of it.

Capt. L.P. Hickey of Post Field, Fort Sill, Okla., was a visitor at this Depot on February 28th, ferrying in a PT-3, and returning to his home station in an O2-H.

Major-General Hugh A. Drum, The Inspector General, on his recent tour of inspection, afforded this Depot the pleasure of its first visit from him on March 20th.

Lieut. Harry Weddington, on duty at Love Field, Dallas, Texas, was a cross-country visitor at the Depot on March 4th, accompanied by Hon. H. Wade as passenger.

Lieut. Lucas V. Beau, Jr., Air Corps Instructor on duty with the Colorado National Guard at Denver, visited the Depot on March 5th, bringing in an O2-H for overhaul, and returning on the 6th, ferrying another O2-H to Denver.

Lieut. Edgar E. Glenn on duty at Hatbox Field, Muskogee, Okla., arrived at the Depot on March 12th for engine change in his O2 plane, returning to Muskogee on the 13th.

In connection with the new O-19 type airplanes being purchased by the Air Corps, three of this Depot's Engineering Department personnel, Mr. V.J. Myers, Shop Superintendent; Mr. R.H. Van Horn, General Machinist; and Mr. C.B. Means, Sheet Metal Worker, left the Depot on March 13th for twenty days' temporary duty to make a study at the factory of the Thomas-Morse Aircraft Corporation, Buffalo, N.Y., of the construction and maintenance of this type of plane.

Lieut. Harry H. Mills of the Middletown Air Depot, Middletown, Pa., was a visitor at the Depot on March 19th, arriving from and returning to Ft. Crockett, Texas, by air.

The following airplanes and engines were overhauled and repaired in the Engineering Department of this Depot during February, 1930:-

Airplanes: Overhaul - 1 A-3, 1 LB-5, 3 Pl-D, 2 Pl-F, 1 DH-4M-2, 1 DH-4M-2P, 3 DH-4M-2T, 3 O2, 6 O2-H, 1 O2-K, 3 PT-3, 3 PT-3A, Total, 28.

Miscellaneous Repair: 1 A-3, 1 LB-5, 1 C-7, 2 C-9, 1 O2, 1 O2-M4, 1 O-11, 1 PT-3A, Total, 9.

Engines: Major Overhaul - 19 Curtiss D-12, 22 Wright J-5, 1 Wright J-6, Total, 42. Minor Overhaul - 15 Liberty, 1 Curtiss D-12, 1 Wright E, 2 Wright J-5, 1 Wright J-6, Total, 20.

Nichols Field, Rizal, P.I., March 5th:

2d Observation Squadron: The annual gunnery and bombing season in this organization is well under way. Capt. Giles, Lieuts. Backes and Shea are fighting for highest scores.

Lieuts. Hamlin and Backes made a cross-country flight on San Jose, Mindoro, on February 8th for the purpose of making repairs to the radio station located at that place.

Lieuts. Yeager and Kennedy made a cross-country trip in two Loening Amphibians to Polillo Island on the 15th.

Two flights of three planes each gave Major and Mrs. Kilner a rousing send-off when they left the Islands on the "Burgenland" en route to the U.S., via Europe.

66th Service Squadron: 1st Lieut. Earl S. Hoag, A.C., was transferred to the 2d Observation Squadron of February 1st and 1st Lieut. Charles Douglas took over Lieut. Hoag's duties as Squadron Adjutant.

Chanute Field, Rantoul, Ill., April 7th:

On the evening of April 1st, a novel party was held at the Officers' Club. The arriving guests found themselves apparently in a miniature Monte Carlo. A large roulette wheel occupied the center of the room. Distributed about were games of Chuck-A-Luck, Michigan and Black Jack. Guests, upon entering were furnished with poker chips and identification tags for markers. It soon transpired, however, that these did not represent money. The evening proved an exciting one, the center of interest being the roulette wheel, operated by Lieut. Wood. Prizes were distributed to the winners; Mrs. Heald, Lieut. Frederick, Mrs. Weikert and Lieut. Hildreth.

Mrs. C.O. Hobson, Instructor in Aircraft Instruments, completed a tour of temporary duty at the Materiel Division, Wright Field, Dayton, Ohio, during which time he made a study of the development of aircraft instruments. Complete cooperation by the personnel of the Materiel Division, with whom Mr. Hobson came in contact, resulted in a very successful tour of duty.

Lieut. Baisley, Air Corps, and Lieut. Seibert, Field Artillery, passed through this station in an O2-K, en route to Dayton, Ohio, spending a day at the Photographic School. They were on the way to secure night photographic equipment in Dayton for use by the Field Artillery School in connection with night firing.

Selfridge Field, Mt. Clemens, Mich., April 4th:

The other day we read an article by Cy Caldwell, reprinted from Aero Digest, entitled, "Say it with fires", in which he announced his election as an honorary fireman and extended an invitation to attend the fearless fire-fighters' flaming frolic which was to be held amidst the ruins of the next burned hangar.

We sincerely hope no one else is forwarding a similar invitation, for we now have a perfectly good room for Cy and his brother firemen. It all occurred between 12:30 and 1:00 o'clock, Tuesday, March 18th. A wind raging in velocity from 22 to 31 miles per hour aided the fire greatly - needless to say, Selfridge Field is now shy one hangar.

If the coming of new ships heralds Spring, we here could certainly look forward to pleasant weather. From present indications, however, it would appear that our eighteen P-12B's and thirteen O-19B's (due to arrive very very soon) will have to mount skiis in order to slide in.

Major Royce and his flight of 22 P-1's had considerable trouble getting started on the Spring Maneuvers. The flight was forced back to Selfridge Field on three different occasions by blizzards and heavy snows. The fourth trial was successful, and the Major and his flight are now at Mather Field.

Two teams from Selfridge Field, in charge of 1st Lieut. F.A. Johnson, participated in the Sixth Corps Area Indoor Athletic Meet at Jefferson Barracks Missouri, on March 24th. The basketball team, composed of Staff Sgt. Freedlund, 57th Service Squadron; Sgt. McGinnis, 15th Observation Squadron; Cpl. Saums, Headquarters; Pvts. Merrin, 15th; Gagnier, Everett and Hughes, 57th; and Sgt. Skinner, Headquarters, defeated the teams representing Ft. Sheridan, Jefferson Barracks and Scott Field, to win third place. The only game lost was to the

Ft. Wayne team, winner of the championship, and that doesn't hurt so bad when one considers the drubbing we gave them earlier in the season.

The boxing team, composed of Sgt. McConnaughey, Pvts. Murray, Ellett, Scheib and Bresner, placed one man, Bresner who won the Sixth Corps Area bantam weight championship.

Two accidents marred the team's chances for the championship - the first when Scheib broke a rib in training the day before the meet and the second when Murray broke his hand in the semi-finals. It will be a different story next year.

27th Pursuit Squadron, A.C.: Four newly appointed Reserve Officers were assigned to the 27th Squadron. They are Lieuts. Reid, Thompson, Davis and McGuire.

At present there are but eight officers and four P-1's present in the Squadron, the remaining personnel and equipment being at Mather Field participating in maneuvers. Lieuts. Yost, Brown, Morgan, LeMay and Smith flew P-1C's to Sacramento as part of the first provisional squadron led by Major Royce.

Lieuts. Elliott, Boatner, Ramey, Sillin and Straubel went by rail to Seattle, Wash., to accept new Boeing P-12B's. These planes were flown to Rockwell Field for mechanical check-up, thence to Mather Field to form part of the second provisional Pursuit Squadron, led by Capt. Victor H. Strahm. One P-12 was damaged in flight test at Seattle, leaving Lieut. Harrington waiting at Selfridge several weeks for orders to proceed to get the last of the contingent of 18 planes.

Staff Sgt. Lawrence and Redifer, Sgts. Rose and Edmonds and Cpl. Baumgartner were chosen from this squadron to make the trip to Sacramento by transport.

94th Pursuit Squadron,A.C.: Lieuts. Johnson, Harding, Rhudy, Lowry and Bolen went to Seattle, Wash., by train to ferry a consignment of P-12's from the Boeing factory to Sacramento for the Spring maneuvers. Upon completion of this mission they will bring the P-12's back to Selfridge Field.

Lieuts. Wurtsmith, Alexander, Underhill, Garrison, Vaupre, Andersen, Auten, Tellman and McLellan, flew out with the Group.

Lieuts. McConnell, A.T. Johnson, Crabb and Feldmann are the new Reserve officers in the squadron who recently completed a course of instruction at Kelly Field.

Lieut. Cobb is piloting one of the cargo planes on the Sacramento flight.

Staff Sgt. William S. Kingsley was transferred from the Sixth Pursuit Group to the 94th. He will take up his duties here as soon as his two months' leave is up.

Staff Sgt. William E. Pope and Frank Skrebacke were promoted to the grade of technical sergeant.

57th Service Squadron, A.C.: During the greater part of the month, the organization was as busy as the proverbial cranberry merchant, due to the demands of the various Pursuit squadrons that wanted work done before departure of the Group for Mather Field. Consequently, it was with a sigh of relief that the 57th watched the Group finally take off for California.

We are now the proud possessors of the bantam weight crown of the Sixth Corps Area. P.F.C. Bresner just returned from Jefferson Barracks with the title tucked under his arm. He is now scanning the horizon in search of new worlds to conquer.

There were numerous promotions during March. Pvts. 1st Cl. Winter, Filliberti and Buckley were appointed corporals; Cpls. McMillen, Sweitlowski and Landry were made sergeants; Sgt. McConnaughey is now a staff sergeant, and Staff Sgt. Callaghan was promoted to the grade of technical sergeant; Tech.Sgt. Cody Dalton was transferred to the 17th Pursuit Squadron and made a master sergeant in the bargain.

37th Division Aviation, March 27th:

The annual Army inspection of the 37th Division Air Corps, Ohio National Guard, was held at the Municipal Airport, Cleveland, Ohio, on March 21st and 23d. Major Muhlenberg, A.C., U.S. Army, Air Officer of the 5th Corps Area, stationed at Columbus, inspected the outfit.

Out of a total enlisted strength of 90 in the squadron, the Medical Section and the Photographic Section, only 9 men were absent. Out of a total officer

strength in the three sections of 23, 4 were absent.

The officers of the Squadron are performing their regular monthly flying, but are only getting in a minimum number of hours because of the muddy condition of the south side of the field. The flying equipment of the Squadron now consists of eight ships, five Douglas O-2's, one Douglas O2-K and two Consolidated PT's. In addition, Lieut. Cummings, the Army Instructor assigned to the Squadron, has his own Douglas O2. Lieut. Cummings just returned from a two months' leave spent in Florida, where he did some flying occasionally between Jacksonville and Miami.

Lieut. Butler of the Photographic Section, narrowly missed a fatal trip a few days ago when a short delay caused him to miss the flight of a Curtiss flying service Robin during which two men were killed.

Air Corps, Connecticut National Guard, Hartford, Conn., March 29th:

With the coming of Spring cross-country flying is taking on a new lease of life. Our pilots are giving our Observers plenty of work, and I don't mean maybe. Incidentally, the pilots are adding hours to their flying time which, during the cold New England winters, suffers quite a shrinkage.

General William F. Ladd, former Commander of the 118th Observation Squadron, and Major Hubert Johnson went to Bridgeport, Conn., last week to confer with the officers of the 242d Coast Artillery in preparation for Tow-Target practice this summer. The Artillery officers are all "pepped" up in anticipation of the practice.

Lieut. Raymond F. Holtz, assistant to our Flight Surgeon, Capt. Smith, leaves in April for Kelly Field where he will spend six months studying Aviation Medicine. When he returns we will have two full-fledged Flight Surgeons attached to our Squadron. With all this medical knowledge surrounding us, we better look out or someone will get hurt.

Last winter all of our enlisted personnel was given the opportunity of taking the correspondence courses leading to a commission as an Observer. Four of them have seen the battle through and are now fast getting in the required flying time.

On March 17th, Capt. Knox, who is also State Aviation Commissioner, and Capt. Generous, his Deputy, together with Lieuts. Mills, Wright, Yeomans and Sgt. Young, flew to Providence, R.I., to attend the spring conference of Airport Managers. On the 18th they continued on to Boston to participate in the meeting of the Aviation Section of the New England Council, which is perfecting plans for an Air Tour in May. Lieut. Mills presided at the Providence meeting and Capt. Knox was one of the principal speakers.

Mitchel Field, L.I., N.Y., March 15th:

The social calendar at Mitchel Field is being enhanced twice a month by bridge parties held in the Officers' Club, and they are proving an ever increasing source of pleasure to all those who are in the habit of attending. Winning and losing, however, is a secondary matter. The good fun had by all is our chief enjoyment, and as yet we have found no substitute as a pleasant means of keeping in touch with one another.

Lieut.-Col. Charles L. Scott,(Cav.) who has served as Quartermaster on this Post since June, 1929; departed to eventually become the Director of the Cavalry School at Ft. Riley, Kansas. He will proceed to that station after an extended conference with the Chief of Cavalry in Washington. It was with great regret that we saw him depart for he proved himself to be a very likeable person, an efficient quartermaster, and an unparalleled riding master for the children. He will be succeeded by Major Drury Mitchell, (Q.M.) who is en route from the Philippines.

Lieut.-Col. Gerald C. Brant,(A.C.) former Commanding Officer of Crissy Field and keeper of the Golden Gate, just reported here at Mitchel Field to take up his duties as Group and Post Executive Officer. Col. Brant, known as "Jerry" to his intimates, is well thought of throughout the Air Corps, and we are exceedingly happy to have him here among us.

Taking the cue from Mark Lewis, who recently moved on the Post with his very new and very pretty wife, Lieuts. Mower and Bayler donned their seven league boots and are off to the races. Joe Bayler seems to prefer the local

terrain and talent in exercising his wiles, but not so Brother Mower. Reports of his progress are still very indefinite but, according to the latest press bulletin from the Times, he is uprooting the whole countryside. He has, so the gossip goes, corraled the fairest in the land, and will soon be back to let us in on the secret of his success.

A later news bulletin says that he has set the date on the 8th of April. We'll let you in on that at the next sitting.

Mitchel Field has a haunted house. The operator knows it only as the haunted house and calls it such. Laundry and tailor tickets are labeled "haunted house". People point at it across the far reaches of Mitchel Field and whisper,"haunted house"! Strange noises are heard at night - eric shrieks - lights flash on and off - the wind moans and doors swing to and fro.

In days of the past, it was the reputable residence of one,Major March. It was an attractive white house behind the hospital, but time has taken its roll and now it stands a grim remnant of a better day.

Today, if one were to watch close enough, he might see as many as from one to fourteen shave-tail ghosts flitting to and from this den bent on their ghoulish missions. He might then understand the reason for the strange noises and the flickering lights. Yea, such is the price that a bachelor pays. On taking up our abode in this den of iniquity we dubbed it the "haunted house", and in it we while away many a cheerful evening with all the spirits confined in the attic - meaning ghosts. Only when all the lights are turned low do they descend and gather around the last embers in the fireplace.

Rockwell Field, Coronado, Calif., March 28th:

The past several weeks have been extremely busy and interesting for Rockwell Field in preparation for Air Corps Maneuvers to be held at Mather Field, Sacramento, Calif., April 1st to 24th, and in addition to the visit of many high ranking dignitaries of the Army.

Brigadier-General William E. Gillmore, Assistant Chief of the Air Corps, arrived at Rockwell Field, March 25th, accompanied by members of his staff, the party coming in four planes. General Gillmore, who is in charge of Air Corps Maneuvers now being held at Mather Field, made an inspection of the field and depot while here. The General left Rockwell Field, March 27th, for Mather Field, via Los Angeles.

Major-General Hugh A. Drum, newly appointed Inspector General of the United States Army, arrived at Rockwell Field, March 26th, for a brief tour of inspection of local military establishments in this vicinity.

General Drum was accompanied to Rockwell Field by Major Snoed and, upon his arrival, he inspected the Guard of Honor, the 7th Bombardment Group under the command of Major Carl Spatz, and then witnessed an aerial review, which was held in his honor. He then inspected the Rockwell Air Depot in detail, manifesting a considerable interest in the various departments and methods. He then inspected the enlisted men's mess and cantonments, after which he proceeded to Fort Rosecrans, where he reviewed the Coast Artillery and Cavalry units stationed at that post.

Col. Isaac Newell, General Staff Corps, Chief of Staff, Ninth Corps Area, arrived at Rockwell Field, March 24th, for purpose of inspecting training, administrative and supply matters.

Rockwell Field was busy the past month ferrying supplies, personnel,etc., to Mather Field, in connection with the Combined Air Corps Field Exercises.

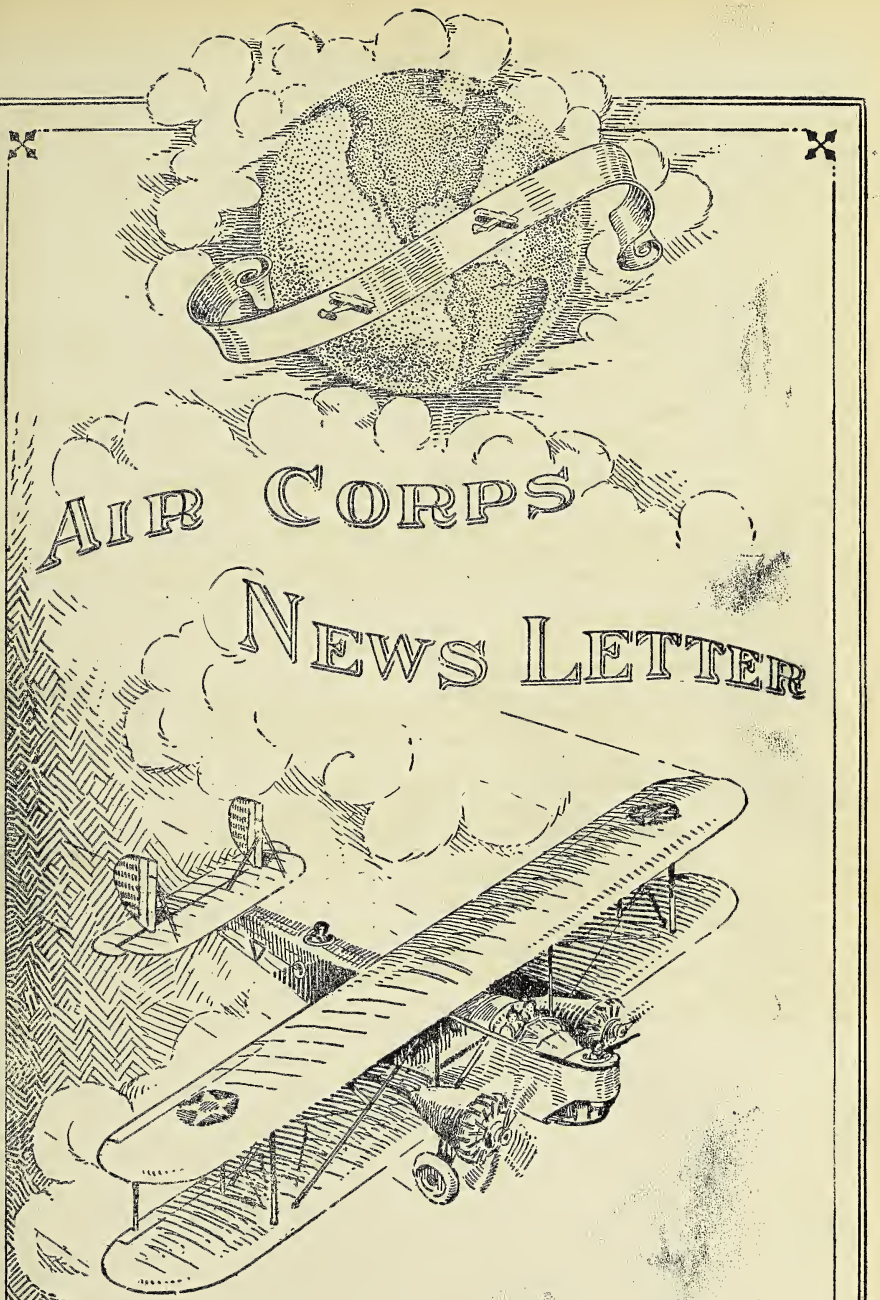
1st Lieut. C.P. Kane, Depot Supply Officer of the Rockwell Air Depot, was designated as Air Corps Supply Officer for the Exercises at Mather Field, and has been there since March 1st, preparing for supplies to be used in connection therewith.

A squadron of five Transport planes left Rockwell Field, daily, on a round trip flight to Mather Field, returning here about dusk. Each plane carried a maximum load of approximately 1100 pounds, consisting of material and supplies needed at Mather Field for the Maneuvers, and the purpose of the flights was to determine the dependability of the Transport in ferrying supplies.

Rockwell Field's quota of planes for the Maneuvers consists of 22 Pursuit planes from the 95th Pursuit Squadron and four Bombers from the 11th Bombardment Squadron, all under the command of Major Carl Spatz, Group Commander.

The planes and commissioned and enlisted personnel left Rockwell Field early March 29th, for Mather, in order to participate in Combined Air Corps Field Exercises. Rockwell Field has supplied a total of 47 enlisted men for these Exercises.

Mr. Edward G. Lupton, Supt. of the Aero Repair, and Messrs. Louis Hynding and James S. Krull, also of the Aero Repair, Rockwell Air Depot, left March 11th for Buffalo, New York, on temporary duty, reporting to the Air Corps Representative at the factory of the Thomas-Morse Aircraft Corporation for a course of instruction in the construction and maintenance of O-19 type airplanes being purchased on Air Corps contract..



AIR CORPS NEWS LETTER

—ISSUED BY—
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

VOL. XIV MAY 13, 1930 NO. 6

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Information Division
Air Corps

May 13, 1930

Munitions Building
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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THE AIR CORPS EXERCISES AT MATHER FIELD

In a previous issue of the News Letter, that of March 31st, there was a detailed account of the organizations, the home stations and the Group and Unit Commanders, together with the personnel and the home stations participating in Air Corps Field Exercises of the Provisional Wing at Mather Field, Sacramento, Calif. All of these organizations flew in from their home stations to Mather Field from air lines ranging from 75 miles in the case of the 91st Observation Squadron, the home station of which is Crissy Field, Presidio of San Francisco, to 2,500 miles in the case of the 2nd Bombardment Group which flew in from Langley Field, Va.

The approach to Mather Field from the South and from the East was one that lifted the hearts of all those making the long trip by air. The fertile valleys surrounding Sacramento in the spring of the year, when all groves and orchards were in bloom, gave promise to the fliers of the month of fine weather which they later enjoyed. Mather Field itself presented a surprisingly good appearance, occupying as it did the status of a semi-abandoned station. The excellent condition of the roads and the good condition of the war-time built buildings spoke for the mildness of the California climate. This same climate operated to good advantage to the planes which were staked out in the open for the month's activities at the field, for no bad effects as a result of this open air parking have as yet been noted.

The airdrome itself was in excellent shape, presenting a marked contrast to many of the air fields where units landed while enroute to the maneuvers. The Mather Field airdrome was grass-covered, and there was a minimum of dust, which condition is so prevalent at the scene of many aerial activities. Ground squirrels, which had previously infested the borders of the field, had been eliminated through the activity of the Department of Agriculture and Technical Sergeant Olsh, the enlisted caretaker of the field.

The buildings and other equipment had been put into shape through the untiring efforts of members of the 91st Observation Squadron, Crissy Field, under the command of Captain Walter F. Kraus. During its entire stay at Mather Field, the Wing only experienced one rainy day, but, since this particular day had been previously set aside as Maintenance Day, no flying time was lost. There was one period - on a Sunday afternoon - during which very high winds prevailed. There was little cause for worry, however, as every plane was staked down, and the sentries on post were duly vigilant to detect any ill effects of the windstorm. Motors were changed in the open and, in fact, practically all the maintenance and inspection work was done right where the planes were parked, it being very unusual to see any planes taken into the hangar except for major items of maintenance and adjustment.

The Provisional Wing was formed on April 1st. Being limited in size, the United States Army Air Corps has no active Wing, that is, no active combination of Bombardment and Pursuit Groups, for instance, into a Bombardment Wing. The highest active organizations in our Air Corps are the Groups. Upon the concentration of several Groups of various functions at Mather Field, there was thus effected the Wing, called in this instance "The Provisional Wing," due to its temporary character.

As has been previously outlined, the concentration at Mather Field was not a maneuver but a "Field Exercise," the purposes being -

1. To afford training, both combined and individual.
2. To test equipment under field conditions.
3. To test tactical theories and ideas, both old and new.
4. To afford interchange of ideas in the concentration of officers of the Air Corps and observers of other branches of all ranks and of varied military experience at one central point.

The results of the Exercises were excellent. It is considered unwise at this time to reveal some of the important bits of knowledge gained during the month of April at Mather Field. One outstanding example, which engaged the interest of the military personnel and evoked comment from the newspaper men and the public at the time, was the condensation of moisture from the exhaust of the Pursuit planes flying in the low temperatures and rarified air at high altitudes. This occurred during the high altitude flight at 28,000 feet of the 95th Pursuit Squadron in squadron formation. The phenomenon was often previously witnessed from the ground. It resembles a streak of white vapor like a skywriting advertisement. Such streaks, however, when multiplied by the presence of an entire squadron of Pursuit planes in the sky, render these planes quite obvious to anti-aircraft on the ground and to enemy planes in the sky. The remedy, however, is quite simple - the installation of condensers on exhaust lines similar to those which are already installed on motors of dirigible airships.

The work of the Wing was divided into four phases. The first phase was devoted to training of the elements within the various Groups, such as Pursuit, Bombardment, Attack and Observation. This involved training in airdrome discipline, including traffic problems, such as practice take-offs and landings, with a view to perfect cooperation of combined units in congested areas. With a total of more than 150 planes on one field, all elements must of necessity be very accurate, not only for the success of tactical operations but for general safety as well.

The second phase was devoted to tactical problems, involving each type of aviation and including practical tests of any proposed and untried tactics which were evolved from previous exercises and maneuvers. These problems were separate for each type of aviation. During this phase methods of radio communication were tested not alone between planes and the ground, but between planes in the air, between planes in the same Groups and planes in other types of aviation.

The third phase was the use of military aviation in coast defense. The problems in this phase consisted of attack against enemy ground troops marching up from the south, also the defense of the Golden Gate against an enemy fleet equipped with aircraft carriers.

The fourth phase was one interlarded with others. It consisted of what might be called aerial demonstrations, both for the benefit of those in the military service and the public in general. Some of the finest bits of flying and some of the finest examples of air discipline were shown during these aerial reviews and demonstrations. Lack of space at this time prohibits a detailed account of all activities from day to day. The Groups participating demonstrated that their training at their home stations had been to good avail. Their own air training and air discipline were practically perfect, and each type of aviation well understood the work and duties required of it.

Personnel, both flying and mechanical, were well trained far above the requirements of their ranks and grades. Whereas organization tables call for Majors to command squadrons, the highest ranking squadron commander was a Captain, with 1st Lieutenants also serving in this capacity in some squadrons. Similarly in other duties, positions were in most cases filled by officers far below the rank ordinarily expected. This situation, however, had no effect on the results obtained, no more than had the skeletonized plane strength of the organizations any effect on their air effectiveness or the lack of mechanics on airplane and engine performance.

Two things impressed the participants in the air exercises as being particularly gratifying and in making them feel that their efforts were being appreciated and their problems understood by the public. The first was the able way in which the Sacramento Chamber of Commerce and the local civil clubs assisted the 91st Observation Squadron in the work of preparing for the stay of the Air Corps personnel at Mather Field, and in the way in which the people of Sacramento prepared the city for the after-duty social activities of the Air Corps visiting personnel.

Wing Headquarters was liberally furnished with office furniture, and the offices peopled with clerks and stenographers furnished by the Chamber of Commerce and kindred organizations, thanks to the personal interest of Mr. Carl Lamus, President of the Sacramento Chamber of Commerce, and to Mr. Arthur S. Dudley, its Secretary. Staff and unit commanders were furnished cars by various automobile dealers to facilitate both their official and personal travel. Sacramento literally held open house for the visiting fliers. In short, public relations were perfect. This cordiality to the visiting airmen was also paralleled by the Chambers of Commerce of San Francisco, Los Angeles and San Diego on the visit of

the Wing to these places.

Another source of gratification was the intelligent interest taken by the public in the work of the Air Corps. This was manifested in one way by a demand for Air Corps officers to speak at luncheons and dinners of the various organizations at Sacramento and vicinity. Members of Chambers of Commerce, Rotary Clubs, Lions Clubs, local chapters of the National Aeronautic Association, engineering bodies and the like, all made requests to have qualified officers speak at their regular meetings. Forty-five speeches were thus made. Most active among those who interpreted the Air Corps work for members of these clubs were General Wm. E. Gillmore, Lieut.-Colonel Frank M. Andrews, Majors Horace M. Hickam, Henry H. Arnold, Thomas DeW. Milling, Carl Spatz, Captain H.M.McClelland, Lieutenants J. Whiteley, Roland R. Birnn, H. W. Bowman, W.A.R. Robertson and S.J. Simonton.

On Saturday, April 12th, the Provisional Wing participated for several hours in the dedication of Sacramento's new municipal airport, a few miles southwest of the city.

On Saturday, April 19th, the Wing gave an aerial demonstration for several hours at Mills Field, San Francisco. More than 125,000 people visited that field on this occasion. Perhaps 75,000 more witnessed the review from points outside the airport. Particulars of the aerial activity were broadcast to the crowd through a public address system and, for the benefit of the unfortunate stay-at-homes, through a local radio station.

On the afternoon of April 22nd, upon the termination of an aerial review held for Major-General James E. Fechet, Chief of the Air Corps, who was visiting the Wing, an aerial demonstration was put on for the benefit of the people of Sacramento and vicinity. This returned, in a measure, the official and personal hospitality shown the members of the Wing by these same people of Sacramento during the stay of the Wing at Mather Field. It was during this Exhibition that Lieut. Irvin A. Woodring, engaged in mimic combat with Captain Elmendorf, was forced to make a "Caterpillar Descent" when something let loose in his P-12-B Pursuit plane at 150 feet altitude.

These aerial demonstrations all took about the same form; 1st, the Wing passed in review by groups and then in solid wing formation. Following this, each Group put on a ten-minute demonstration of its own particular battle formations, terminating in various kinds of attacks on Attack planes and Bombers by the Pursuiters. Then came a ten minute "dog fight" between two Pursuiters, a ten-minute period of individual acrobatics, ten minutes of balloon bursting by a Pursuit plane and the finale of a smoke screen laid by a Pursuit plane and a smoke curtain laid by a Bomber. Upon the termination of aerial activities, the Wing would land by squadrons.

On April 24th the Wing participated in the aerial defense of Golden Gate and San Francisco Harbor against an invading enemy fleet equipped with aircraft carriers. It was during this aerial defense that the Curtiss Condor B-2 Bomber, piloted by the mechanical pilot, put out to sea, performed its mission and returned through the agency of this mechanical hand upon its controls.

A detailed account of every phase of the maneuvers was put on over two major broadcasting systems, both from the ground and from planes hovering about the outskirts of the aerial defenders. From one such plane, Herbert Hoover,Jr., son of the President of the United States, handled the microphone. He was assisted in his work by "Tex" Frolich, who handled the microphone on the ground. For one hour the radio-using public of the United States were given a detailed and at times a very exciting description of the operation of an air force against an enemy.

On the following day the Provisional Wing departed from Mather Field for March Field and the United Airport at Burbank, Calif., leaving behind the members of the 91st Observation Squadron and the 15th Photo Section. The latter organization up to that date had turned out 20,000 photographic prints of aerial activities of the Wing which were distributed to the press. Even this large number hardly satisfied their demands for more, and still more, photographs for publication. The 91st Squadron was charged with the mopping up of the field and informing questioners that the Wing had departed for the South.

A flight of five Bombers and three Observation planes, piloted by members of the Staff, flew directly to Burbank, Calif. These three O-1-E's were each illuminated by vari-colored electric lights strung underneath the wings. On the evening of their arrival they were flown over Los Angeles and vicinity in a tight formation, the pilots switching the various colored lights off and on in unison.

This flight, called by the press the "Fireflies," had previously made several night flights with their illuminated planes over Sacramento and the Bay regions near San Francisco, one such night cross-country being two and one-half hours in duration. Following the "Fireflies," the flight of Keystone LB-7's put on a simulated bombing raid over Los Angeles and its adjacent cities.

The following day, Saturday, the rest of the Wing flew in from March Field, where they had spent the night. That afternoon the usual aerial demonstration was staged at the United Airport. While there, the Wing was the guest of the Los Angeles Chamber of Commerce.

On Saturday, April 27th, the Wing departed from Burbank, rendezvoused over Oceanside, and flew its last review for General Gillmore, Wing Commander, and the people of San Diego, over Rockwell Field.

Upon the termination of the review, the Wing was disbanded.

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CORPS AREA MANEUVERS IN TEXAS

The Eighth Corps Area maneuvers, in progress at this writing, began on May 5th and are scheduled to end on the 15th of this month. The Air Corps Advanced Flying School at Kelly Field, San Antonio, Texas, furnished a provisional observation squadron to the White Forces. The troops of the Second Division, located at Fort Sam Houston, Texas, comprised the Blue Forces, while the Cavalry located in the southeastern portion of Texas make up the White Forces. The 12th Observation Squadron is assigned to the Blue Forces, and one squadron of Attack aviation is on each side.

The maneuver ground is the area between the Frio and Nueces Rivers on the east of the I. & G.N. Railway. The Advanced Flying School furnished eleven planes, the pilots and observers being students of the Observation Section.

Lieut. J.A. Mollison was designated as the Commanding Officer of the White Observation Squadron; Lieut. O.P. Weyland as Operations Officer; Lieut. W.D. Olds, Communications Officer, and Lieut. C.I. Ferris, Engineering Officer.

The vicinity of Encinal, Texas, was designated as the base of operations of the White squadron, with the quarters of the personnel near the airdrome. Chief air umpires on each side are Captains W.S. Gravely and E. H. DeFord, both from Kelly Field.

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ATTACKERS RETURN FROM FIELD EXERCISES

The pilots and planes of the Third Attack Group participating in the Air Corps Field Exercises at Mather Field, Sacramento, Calif., returned to Fort Crockett, Galveston, Texas, on April 30th. The men were all tired from the long grind and, although they were glad to be back home, they had nothing but praise for the people they had come in contact with. Each pilot added about a hundred hours onto his log.

On Friday, May 1st, a convoy of about 40 motor trucks, with 235 enlisted men and eight officers, left Fort Crockett for San Antonio, Texas, to prepare for the maneuvers slated to be held in the Nueces Valley. Plans for the participation of the Third Attack Group in these maneuvers contemplated 25 Attack planes, under the command of Major Davenport Johnson, leaving on May 4th for points in the Valley, where they will also participate in the maneuvers. The 90th Attack Squadron was to be attached to the Blue Forces, located at San Antonio, and the 8th Attack Squadron to the White Forces located near Laredo, Texas.

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JOINT ARMY AND NAVY MANEUVERS IN CONNECTICUT

Request was made by the Chief of the Air Corps for the publication of orders by the War Department for 18 officers in 9 Bombardment planes from Langley Field, Va., and 20 officers in 18 Pursuit and 2 Transport planes from Selfridge Field, Mt. Clemens, Michigan, to take part in the Minor Joint Army and Navy Maneuvers, to be held at Groton, Conn., May 24th to 28th, next.

FAST TRANSCONTINENTAL FLYING

Having flown out to Mather Field, Sacramento, Calif., just prior to the Air Corps Exercises, and being a firm believer in the old adage "Don't start anything you can't finish," Major-General James E. Fechet, Chief of the Air Corps, again journeyed out to the Pacific Coast so as to be on hand on the closing days of these Exercises.

On the second trip, however, General Fechet decided to inspect some of the Air Corps activities on the West Coast, and for that reason the entire journey on this occasion involved a total distance of 7,905 miles.

Captain Ira C. Eaker, Air Corps, stationed at Bolling Field, D.C., who piloted the plane, computed the total flying time as 58 hours and 25 minutes, from which it will be observed that the General's "Air Chariot", which was powered with a Series "B," Hornet engine, was skimming through the ozone at an average speed of 145 miles per hour.

There is no denying the fact that with an airplane as a vehicle of transportation one can go places, and in a fraction of the time it would take through the utilization of other forms of transportation, for the flight to Mather Field from Washington, D.C., was accomplished in a day and three-quarters.

From the standpoint of distance covered in one day, the best performance was the flight from Washington to Amarillo, Texas, on April 20th, the distance of 1730 miles being covered in a flying time of 12 hours and 45 minutes. The fastest time made during the entire aerial jaunt was from Fargo, N.D., to Washington, D.C., via Chicago, Ill., and Dayton, Ohio. The distance of approximately 1300 miles was covered in a flying time of 7 hours and 20 minutes, so that the "Flootster" low wing monoplane traveled at a speed averaging almost 180 miles an hour.

Several landings were made on fields a mile high. In climbing over the Siskiyou Mountains, between Oakland, Calif., and Medford, Oregon, Captain Eaker climbed the plane to an altitude of 12,000 feet and crossed the mountain range above the clouds. During this flight, the eclipse of the sun was plainly observed. General Fechet smoked the lens of his goggles in order to observe the phenomena more clearly.

The entire flight was made absolutely on scheduled time, as previously planned, and good weather prevailed for the most part.

At Fargo, N. D., a landing was made on the Municipal Airport, which was found to be very soft, due to a heavy rain which fell just after the take-off at Butte, Montana. Immediately after landing, it took four draft horses to move the plane to a part of the field where a take-off could be made.

After witnessing the Air Show at Los Angeles, General Fechet proceeded to Seattle, Portland, Spokane and Minneapolis, in order to inspect the air activities in the extreme Northwest which had not previously been visited by him.

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HIGH WINDS ALOFT

The noon report of the weather conditions at Air Corps fields in the East on May 7th showed an unusual number of stations having high winds aloft. In such instances the wind direction and its velocity are marked in red chalk on the weather board in Operations Offices of the various Air Corps stations.

Pope Field at Camp Bragg, N.C., showed a Southwest wind of 97 miles per hour at 3,000 feet altitude, and Middletown Air Depot, Penna., showed a west wind of 94 miles per hour at the same altitude. Neither Langley Field, Va., nor Bolling Field, D.C., between these two stations, had any high winds aloft during the day.

Farther west, Scott Field, Belleville, Ill., had a west wind of 75 miles per hour at 1500 feet altitude and, at 4,500 feet altitude, Chanute Field, Rantoul, Ill., had a south wind of 68 miles per hour and Wright Field, Dayton, Ohio, a southwest wind of 58 miles per hour.

On one day during the month of April, the weather chart showed almost the entire United States as having rainy weather, while on another day in the same month the entire country was rainless, with the greater part of it enjoying bright cloudless skies.

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Officer: "Don't point that empty gun at me!"
Guard: "Pardon, Sir; but this gun is loaded."

STUDENT OFFICERS COMPLETE COURSE IN MAINTENANCE ENGINEERING

The class of officers in "Airplane Maintenance Engineering" attending the Air Corps Technical School at Chanute Field, Rantoul, Ill., completed the course on April 15th. The last few days were spent at the Materiel Division, Wright Field, Dayton, Ohio, for the purpose of becoming familiar with the operations of that Division and to learn of new developments in aircraft.

The officers comprising this class are enumerated below, as follows:

1st Lieut.	Aubrey B. Ballard,	2nd Lieut.	Joseph H. Atkinson
"	Claude E. Duncan	"	Leo W. Desrosiers
"	John M. McCulloch	"	Ford L. Fair
"	Henry H. Reily	"	Herbert C. Lichtenberger
"	John W. Warren	Captain	Richardo Rodas, Guatemalan Army

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MITCHEL FIELD AIRMEN GO TO WAR IN PRIVATE CARS

By the Mitchel Field Correspondent

Several weeks ago it became necessary for one of the squadrons to think seriously about moving into the field for its annual spring gunnery and bombing practice. Camp Dix in New Jersey was the place. The time was set, the reason was very evident, but the "how" was the sticker. True, the planes could get there under their own power and could be fitted for gunnery with a little conscientious effort, but the problem of getting the equipment and a hundred men there was a horse of another color. Transportation and more of it was needed.

The Transportation Officer was summoned from his lair and, together with the Squadron Commander, they probed into the dim dark reaches of the transportation hangar. The spectacle which confronted them was anything but appealing. In the far corner were two ghostly relics which in their heyday had been trim Garford trucks - wartime creations long since relegated to a niche in the hall of antiques. True, they were greased and polished and were presumed to run, but how far nobody knew. In another corner a radio truck stood complacently awaiting a trial run but it, too, looked none too sturdy. The situation demanded deep meditation. The transportation of the men was a serious question. Three GMC trucks were available in a pinch, but at the best they could carry only half the number scheduled to go.

After a lengthy conference, during which everything from mules to bicycles and roller skates were considered as possible means of transportation, it was finally decided that every personal car in the squadron should bring up the rear of the gasping Garfords and thus deposit the men at Camp Dix in an ultra fancy style.

On the fatal day of departure a spectacle was presented which resembled anything but a squadron moving into the field; a sight which would make many an old salt turn over in his grave. Bringing up the rear of the familiar, yet sadly depleted array of trucks, was a string of twenty cars of all sizes, descriptions and colors - baby blue roadsters, chrome yellow coupes, maroon sedans - each stuffed to capacity with the familiar khaki. More closely did it resemble the start of a Kiwanis picnic that an Army convoy.

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ARMY PILOT TO DEMONSTRATE AMERICAN PLANES IN EUROPE

Captain John K. ("Joe") Cannon, Senior Instructor in Pursuit Training at the Air Corps Advanced Flying School, Kelly Field, San Antonio, Texas, recently sailed for Europe, where he will spend four months demonstrating Curtiss military airplanes. He will be one of a group of pilots assembled by the Curtiss Company for this work. Lieut. James H. Doolittle, formerly one of the Army's most widely known pilots, and Lieut. James Parker, of Wright Field, are the other pilots.

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MITCHEL FIELD FIREMEN EXTINGUISH BLAZE IN SHORT ORDER

A bird whose name doesn't matter, says the Mitchel Field Correspondent, was daintily mopping the floor in one of the hangar boiler rooms with high test gas trying to clean up some splotches that sloppy oil had left when, for some unknown reason, the whole mess burst into flames. This was made still more unexplainable by the fact that the boy was cold and had left the boiler door open

in order that the heat might radiate throughout.

When he found that his escape was blocked by the flames he yelled "Fire!" in Yiddish, Scandinavian, and a few more of his native tongues. Then he shoved both fists through a door which led into the hangar, the only other avenue of escape. An emergency crew whiffed the smoke, divined that his yelps meant "fire," and by the time he had butted his head through the locked door they had succeeded in hauling four ships to safety in record time. The intrepid firemen then arrived upon the scene and the fire was put out in short order with no damage done to either the ships or the hangar.

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COLORADO NATIONAL GUARD AIRMEN MAKE GOOD USE OF RADIO

Early in the Spring Lieut. LaGue and Sergeant Williams, of the 120th Observation Squadron, Colorado National Guard, Denver, Colo., flew cross-country to Laramie, Wyoming, to test the radio equipment. Later Lieut. LaGue and Sergeant Schirk flew to Eads, Colorado, 154 miles from Lowry Field, Denver, and kept up two-way telephone communication with Lieut. Junk in Denver.

The latter trip was the more interesting and successful. Reception was so good that Lieut. Junk on Lowry Field was able to hear the antenna being reeled in preparatory to landing at Eads. From Eads Lieut. LaGue and Sergeant Schirk flew to Las Animas and, for a time, listened to various broadcasts from Denver, Colorado Springs and Pueblo. On the return trip, one of the greatest advantages of radio was demonstrated when the flyers encountered a snow storm near Limon, 85 miles from Denver. They immediately called Lieut. Junk, who was able to assure them that they would have plenty of ceiling and clear weather when they reached Denver. Where the sensible thing to do under other circumstances would have been to sit down, they were able to fly through the few miles of tough weather, keeping Lieut. Junk informed of their progress. Shortly after leaving Limon they were able to report to him that they had found clear weather. During the communication necessary in this instance, both code and voice were used.

In addition to the regular radio equipment on this trip, there was interphone communication between pilot and observer.

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BEES LAUNCH ATTACK AGAINST AN ATTACK PLANE

On one morning during the Air Corps Exercises at Mather Field, Sacramento, Calif., an attack plane of the "Blue" Army was captured by an invading army of busy bees. When Lieut. S.J. Simonton went out to his ship he found hundreds of the insects had settled on one of the lower wings. The wing tip was literally black with the stingers, and a curtain of them hung down almost to the ground.

What to do was the question, but a solution was not long in forthcoming. Captain Lotha A. Smith, Commanding the 8th Attack Squadron, taxied his airplane directly in front of the beleaguered plane and, setting the brakes, gave the bees the benefit of a 150-mile-an-hour gale. The breeze from the whirling propeller scattered the bees all over Mather Field.

According to reports, when Lieut. Simonton returned from his flight with the squadron, some three hours later, and taxied back to his parking place, the entire swarm was there to greet their papa. A few seconds after the plane was in place the entire swarm had taken up their home again under the stabilizer on the tail of the ship.

Lieut. Simonton thought that was carrying a joke a little too far, so he consulted with the authorities and, after a caucus, it was decided to send to Sacramento for a bee expert. Alf Erickson, who knows all the bees in Sacramento county by their first names, volunteered his services. The bees followed him back to Sacramento in a quite docile manner, and the queen bee herself blushed with embarrassment at the proper scolding Alf delivered to her.

No harm was done, except that Lieut. Simonton's name was immediately changed to "Honey Boy," by which pseudonym the Army will henceforth know him. A photograph showing the bees swarming on the wing was received in the Information Division. Why the bees singled out this particular airplane for their concerted attack no one seems to know, but the chances are that some wag, or a "spy" in the employ of the "Red" Army conceived the idea of putting one of the planes out of the running by smearing honey or molasses on the wing.

At the risk of having things thrown in this direction, it is nevertheless deemed fitting to remark once more that the Caterpillar Club is increasing by leaps. Only as far back as the last issue of the News Letter, it was stated that the membership of this mythical organization had increased to 214, with a total of 233 emergency jumps. Within the space of a few weeks eleven new members, as far as is known, have joined the Club, and one member, Mr. Harry Sievers, Air Mail Pilot, joined the ranks of those holding second degrees.

Delving into the records of the Caterpillar Club, it has come to light that one other member, Mr. Ernest E. Dryer, is also entitled to a second degree rating. This gentleman claims that in November, 1927, in New Mexico, he made an emergency jump when a wing came off an OX-5 Standard plane during a test flight, and that the same thing happened several months later, in February, 1928, at Ypsilanti, Michigan, when stunting a Waco-9 plane.

At this writing, therefore, there are recorded in the Golden Book of the Caterpillar Club a total of 225 names and 236 jumps, the repeaters being Colonel Charles A. Lindbergh with four jumps, Major James Rutledge, Lieuts. Eugene H. Barksdale (deceased), James T. Hutchison, Captain Frank O'D. Hunter, Sergeant Fred P. Miller, Messrs. Al Wilson, Harry Seivers and Ernest E. Dryer with two jumps each.

A new record in the annals of the Club was created on May 2nd, when six candidates were simultaneously initiated. This rather unusual event took place some ten miles south of Fresno, Calif. Lieut. Warren A. Maxwell, Air Corps, of March Field, Riverside, Calif., with seven enlisted men as passengers, was flying a Transport plane and cruising along at an altitude of 2,000 feet when the propeller of the right wing motor was shattered. A piece of the broken propeller tore a gaping hole in the wing surface. According to press reports, Lieut. Maxwell ordered the men to jump, and all but one did so from an altitude of about 1200 feet and reached the ground safely. Staff Sergeant J. H. Arthur apparently chose to remain with the ship, and he watched Lieut. Maxwell bring the crippled Transport down in a semi-crash landing, from which both miraculously escaped without injury. No official report covering this accident has thus far been received.

Caterpillar Club members and others interested may be pleased to learn that Don Glassman, a special feature writer, has published a book, entitled JUMP, in which the experiences of the various members of this mythical organization are handled in an entertaining manner. The origin and development of the parachute are also covered.

Details covering the emergency jumps of a few of the recently initiated candidates are given below, as follows:

FRANK I. SPANGLER, Flying Cadet, Air Corps, on the morning of April 10th, was flying a PT-3 plane at March Field, Riverside, Calif., on his first solo "hop." "I was practicing landings," Cadet Spangler stated, "when I pancaked in from about 30 feet, bending a 'V' strut and crushing a wheel up under the fuselage. I took off on the bounce and started around again when I saw something was wrong, and an officer in another ship signalled me that my landing gear was smashed and I understood that he wanted me to jump. So I climbed to 2,000 feet and jumped out, landing on March Field about 1/4 mile from the ship.

"I experienced no sensation of motion after leaving the ship and fell about 500 feet before I finally got the rip-cord pulled. The parachute opened, jerking me to an upright position with considerable force. No ill effects from the jump.

I. A. WOODRING, Lieut., Air Corps, on April 23rd, at Mather Field, Sacramento, Calif., had been "dog fighting" with Captain H.M. Elmendorf, Commanding Officer of the 95th Pursuit Squadron, Rockwell Field, as a part of the program arranged in honor of the citizens of Sacramento, when he was seen to shoot out of his ship. According to press reports, he fell a hundred feet or more and then his parachute opened and he drifted to the landing field. The accident occurred in full view of thousands of spectators drawn to the field to see the last review and aerial demonstration staged at Sacramento during the maneuvers.

Lieut. Woodring, it was stated, was unable to explain what had happened. He had just put the ship through a severe series of stunts in his mimic combat with

Captain Elmendorf. He admitted the possibility his life belt broke while he was on an outside turn and that he had been hurled from the ship. It was Lieut. Woodring's first emergency jump, although he has been considered the army's leading aerial acrobat for a number of years. He stood beside the wreck of his plane, frankly rather dazed but smiling.

"I don't care to do that again," he said. "I can remember fumbling around for my parachute ring and then, boy, how I pulled her. I don't know just what happened. The plane didn't seem to work and a minute later I passed the propeller. Right then I began to reach for my parachute ring."

HENRY J. BROWN, Air Mail pilot, was flying the night mail from Cleveland to New York and was only a few miles west of the foothills of the Allegheny Mountains when the motor of his plane stalled.

The pilot was flying at an altitude of about 3,000 feet when he attempted to transfer his gasoline supply from the left wing tank to the right wing container so as to equalize the plane's balance. The gasoline in the right wing tank had been almost entirely drained.

In the midst of the operation the gasoline line clogged. The motor coughed spasmodically and then stopped. As the plane hurtled earthward, Brown climbed out of the cockpit, dropped over the side from about 2,000 feet altitude and pulled the ripcord of his parachute.

While he was floating to earth, the pilotless plane suddenly righted itself, the clogged gasoline cleared and the motor began to hum again as the plane swooped in wide circles about the descending pilot. Brown landed safely and ran to the blazing wreckage of his plane. With the aid of two farmers, who heard the crash, the pilot was able to drag out 12 sacks of mail.

The initiation of this candidate occurred on April 26th at Olanda, Pa., about three miles north of Clearfield, Pa.

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PROMOTION OF AIR CORPS ENLISTED MEN

The following noncommissioned officers of the Air Corps were recently promoted:

To the grade of Master Sergeant:

Technical Sergeant William B. Brockway,	March Field, Calif.
Technical Sergeant Paul W. Parker,	Brooks Field, Texas.
Technical Sergeant Fletcher J. Cox,	France Field, Panama.
Technical Sergeant Chester F. Colby (Pilot)	Post Field, Okla.

To the grade of Technical Sergeant:

Staff Sergeant Edward E. King,	March Field, Calif.
Staff Sergeant Robert G. Kramer	
Staff Sergeant Allen G. Myers	Fort Crockett, Texas.
Staff Sergeant Rudy J. Barros	
Staff Sergeant Artie Revert	Chanute Field, Ill.
Staff Sergeant John Bellinger	Selfridge Field, Mich.
Staff Sergeant Johann Domos	France Field, Panama.
Staff Sergeant Joseph R. Grey	France Field, Panama.
Staff Sergeant Harold D. Laroy	France Field, Panama.
Staff Sergeant William D. Croy	France Field, Panama.
Staff Sergeant Walter G. Ashby	France Field, Panama.
Staff Sergeant Harold R. Silliman	Post Field, Okla.

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HIS FIRST AND HIS LAST

There was a young colored lad who had been pestering a flyer to give him a ride.

"Come on, boy," said the flyer one morning. "I feel like having a little fun. Hop in."

For half an hour the flyer gave him all he had in the box. When he came down the boy sat with his head in his hands.

"Thank you, boss," said he, fervently, "for them two nice rides you gave me."

"Two rides?" queried the puzzled flyer.

"Yas, suh," said the boy, "Mah ferst and mah last."

ASSISTANT SECRETARY OF WAR FOR AIR SUMS UP RESULTS OF AIR CORPS MANEUVERS

The annual inventory period of the Army Air Corps, held this year at Mather Field near Sacramento, Calif., has drawn to a close after four weeks of continuous flying activity.

On April 28th, the eight score Army planes which participated in the Field Exercises started toward their respective stations,- the First Pursuit Group to Selfridge Field, Mt. Clemens, Mich.; the Second Bombardment Group to Langley Field, Va., and the Third Attack Group to Fort Crockett, Galveston, Texas.

The Field Exercises began on April 1st, when the various combat branches of the Army Air Corps set out to solve a series of training problems designed to test and improve the team-work between the various air organizations and to develop new tactical theories for aerial warfare.

The Exercises were commanded by Brigadier-General William E. Gillmore, with Lieut.-Colonel Frank M. Andrews as Chief of Staff. From flights of units of three planes, to squadrons and groups, the training program expanded until, during the final week, it called for the coordination of nearly 130 combat planes operating as a complete Wing and in simultaneous operation against one common objective.

"We have had a most emphatic demonstration," said Assistant Secretary of War F. Trubee Davison, "of our efficient training system as well as a graphic exhibition of the reliability and tactical value of modern military aircraft, not alone in operating against enemy aviation or ground troops but in coast defense as well. While the military attainments of the maneuvers are of compelling interest because they illustrate the efficiency of our air defenses, there are other phases of the demonstrations that are entitled to country-wide attention.

"There is, for instance, the marvelous feat of the 95th Pursuit Squadron in climbing in battle formation to almost 30,000 feet, thus pushing the fighting front of Pursuit aviation more than two miles beyond World War combat altitudes. When we recall that only a couple of years ago 30,000 feet was a record height for one plane, with special equipment, to reach, we have a right to be proud and happy over the fact that the Army Air Corps has a service type of plane that enables 19 single-seaters to climb nearly six miles above ground as a matter of military routine. This quest for Pursuit altitude is not a stunt but a grim necessity in aerial warfare. One may indeed, truthfully say that, so far as Pursuit is concerned, altitude is strength.

"Another interesting demonstration of widespread public appeal was the flight of a Bombardment plane equipped with an automatic pilot. While this apparatus is still more or less experimental in military aviation, its smooth performance in flying a heavy twin-motored Bomber from Sacramento to San Francisco and back without a human hand touching the controls would indicate that the mechanical aviator will soon be indispensable in flight operations as are the other modern instruments that have given stability to aircraft and safety to flight.

"The automatic pilot is pointing the way to the day when fog or other menacing weather will no longer hold planes on the ground. Poor visibility is largely a mental hazard inflicted upon the pilot. Remove that hazard by means of an instrument which does not care how low or how thick the clouds may hand, and we will have gone a long way toward attaining the same degree of safety in flight that exists in the older branches of transportation.

"Less spectacular than the high altitude record of Pursuit formation and the mechanical airmanship of the automatic pilot, but of equal importance are the lessons the Field Exercises taught us in the transportation of supplies and airplane maintenance on the ground. I think it most impressive that about 75,000 pounds of miscellaneous supplies, ranging from airplane wings and heavy engines to cotter pins and typewriter ribbons were carried by Army Air Corps transports over the 500-mile route from the Supply Depot at San Diego to Sacramento.

"All in all, the 1930 Field Exercises gave a splendid accounting of the efficiency of the Army Air Corps and the progress of American aviation as shown in the speed, performance and reliability of American built planes and engines."

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AIR TO GROUND COMMUNICATION VIA RADIO-PHOTO PROCESS

The apparatus used by the Army Air Corps in the Radio-Photo process tests conducted during the course of the Field Exercises at Mather Field, Sacramento,

Calif., is the latest development in radio communication in aerial activity. The device is a product of the Westinghouse Electric and Manufacturing Company.

Handwriting and pictures have been transmitted and received by the apparatus over various distances on the ground, but the tests conducted by the Air Corps are the first in which planes have been used for air-ground communication.

By using this newly developed radio apparatus, a pilot may write the message he has to transmit upon a sheet of ordinary writing paper, using a soft lead pencil. The apparatus then will send it out automatically and the specially equipped receiver will reproduce it. Photographs and maps made by observers also may be sent by this method. They claim for it absolute secrecy in transmission of messages, in that code writing may be used.

While the test was only between a plane and a ground station, specialists at the Westinghouse Research Laboratories say that eventually two-way communication may be maintained, and that written messages and replies may be exchanged between pilots and their commanding officers on the ground.

The transmitter and receiver used are the usual type of radio apparatus. One of the famous Westinghouse "electric eyes," the photo-electric cells which transform light beams into electrical impulses, is connected to the transmitter and special recording apparatus is attached to the receiver. The paper bearing the message is wrapped around a metal cylinder, much the same in size and appearance as the cylinders used in dictaphone machines. This cylinder, driven by a small motor, revolves twice a second and moves slowly from left to right. As it does so, the paper passes through the light beam cast by the photo-electric cell. The white paper reflects the beam back, but the black marks of the lead pencil do not cast reflections.

These variations of light and darkness are changed by the cell into electric impulses which in turn are passed through an audio frequency amplifier and then into the transmitting set. The receiver picks up the signals and puts them through an amplifier, which rectifies the current, and then passes them on to the recording apparatus. Instead of changing the electrical impulses into light again, as in previously demonstrated equipment, the new device reproduces the picture by sending the actual current through specially compounded paper. The action of the electricity on the chemicals in the paper, through electrolysis, changes the color of the paper and recreates the original image. To accomplish this, the special paper from the roll is passed first through a water bath in order to make it more conductive, thence over a cylinder which is rotating in synchronism with the transmitting cylinder. On the surface of the cylinder there is a knife edge curved in spiral from one side to the other. On top of the paper there is a straight knife edge which with the spiral edge forms the two electrical contacts of the receiver. As the cylinder with the spiral rotates it produces the sliding contact along the straight edge. This contact moves from one side to the other and makes one line of the reproduced image with each complete revolution.

The paper is slowly advancing through the receiver, the motion being exactly the same as the motion of the transmitting cylinder, therefore the two motions reproduce exactly the scanning of the photograph by the transmitter to recreate the image on the paper as the varying current produces more or less chemical change in the paper.

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AERIAL SURVEY OF PARKED AUTOMOBILES IN WASHINGTON

The Army Air Corps which since the close of the World War has cooperated in various projects inaugurated by civilian organizations and communities, recently essayed a new role in a non-military activity, that of assisting in a survey of the automobile parking problem in the nation's capital. This survey, which embraces the central district of Washington and about the existing and proposed public buildings, is being undertaken by the National Capital Park and Planning Commission, in cooperation with the Office of the Chief Coordinator, the District of Columbia, and local trade bodies.

Complying with the request of Lieut.-Colonel U.S. Grant, 3rd, Director of the Office of Public Buildings and Public Parks, that the Air Corps send a photographic plane over the city during the middle of a business day to take photographs which would show the amount and distribution of parking and the areas of traffic congestion, Lieut. D.W. Goodrich, in charge of the Photo Section at Bolling Field, D.C., accompanied by Sergeant A.E. Matos, veteran Army photographer, flew an O1-E Observation plane over Washington at an altitude of about 3,000

feet, during the course of which a total of 108 photographs were taken, the entire mission being accomplished in 35 minutes' flying time.

The aerial photographs covered the area from the Potomac River to Florida Avenue, Northwest, and from Rock Creek to First Street, Northeast. Although the photographs were taken from an altitude of more than half a mile, they are remarkably clear, showing automobiles in the entire area, whether parked or moving. With the aid of a magnifying glass, such minute details as fire plugs and lamp posts are visible. Painted traffic lines show up distinctly.

One passage of the plane over the territory to be photographed was sufficient, the exposures being made automatically with sufficient overlapping so that they could be placed together accurately. An area ranging between eight and nine square miles was photographed.

Photographing practically an entire city within the short space of 35 minutes gives one something to think about. One wonders how long a time a project of this kind would have entailed utilizing ground photography, not to mention the great expense and the immense amount of labor. And so through the instrumentality of the airplane, by means of which a detailed picture was taken showing actual every-day traffic conditions in the nation's capital, the vexing automobile parking problem now existing may be brought to a solution much sooner than the veriest optimist would expect.

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CAPTAIN STEVENS ESTABLISHES A NEW RECORD IN LONG DISTANCE AERIAL PHOTOGRAPHY

Captain Albert W. Stevens, Air Corps, photographic expert, recently succeeded in taking a photograph covering a distance of 270 miles in one single exposure. This accomplishment adds almost fifty miles to the previous long-distance photographic record established by him last August, when his camera registered objects 227 miles distant.

The photograph taken by Captain Stevens during a flight 20,000 feet above Crater Lake, Oregon, gives a remarkably clear picture of the various mountain ranges stretching northward to the lofty peak of Mt. Rainier, 14,000 feet above sea level. Crescent Lake and Diamond Peak appear in the foreground, then follow the Three Sisters, 125 miles away; next Mount Jefferson, 175 miles away; Mount Hood, 200 miles away and, finally, in lone majesty on the edge of the horizon, Mount Rainier.

Captain Stevens took the picture from an Air Corps photographic plane, piloted by Lieut. John D. Corkille. Taking off from Mather Field, Sacramento, Calif., at 6:30 a.m., on the morning of the mission, the plane climbed steadily for almost a full hour as they flew northward. When the craft reached the upper air lanes over Crater Lake the altimeter on the plane registered 20,000 feet, while the thermometer stood at 20 below zero. "We didn't mind the low temperature as much as the lack of oxygen in the air," Captain Stevens stated. "We got the oxygen we needed from a liquid oxygen supply, but finally had to come down after four hours, when our supply was exhausted.

"Shooting at Mount Rainier from a distance greater than that between New York City and Washington is much like shooting at the moon with the difference that you can see the moon. The principal task is to aim the camera in the general direction you believe your objective to be, snap the trigger and hope for luck.

"While I am very well satisfied with the results obtained on this particular mission, I am inclined to believe that it will only be a matter of time before we will develop a camera that will record even greater distances."

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Over in Alabama a colored preacher at one time had served a short jail sentence and was fearful lest his congregation discover the fact, as in his later years he had been a model on rectitude.

On a Sunday morning, rising to begin his sermon, his heart sank upon observing his former cell-mate sitting in the front row. Quick thinking was necessary. Giving the unwelcome guest a steady look, the preacher pronounced solemnly: "Ah takes mah text dis mo'nin' from de sixty-fo'th chaptah and fo' hundreth verse of the Book of Job, which says, 'Dem as sees and knows me, and says nothin', dem will Ah see later.'"

AIR CORPS FLOAT WINS ADMIRATION

In the brilliant Battle of Flowers Parade on April 26th, which climaxed the famous annual Fiesta San Jacinto week in the City of San Antonio, commemorating the Battle of San Jacinto in Texas history, a float was entered, representing the joint participation of the Air Corps Training Center and the San Antonio Air Depot. This float, which was constructed at Duncan Field, was in the form of a Cornucopia, with three miniature airplanes mounted in front, symbolizing the function of the Training Center and the Depot in the Air Corps scheme, and was covered with blue, white and yellow artificial flowers. The float was occupied by Mrs. L.H. Rodieck, wife of Lieut. Rodieck of Brooks Field, portraying the Goddess of Plenty, with her attendants, the little Misses Barbara Lahm, daughter of General Lahm, and Joan Cannon, daughter of Lieutenant Cannon of Kelly Field. The entire effect appeared to elicit numerous expressions of admiration along the line of the parade.

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AIR CORPS INSTRUCTOR FLIES TO THE MEXICAN CAPITAL

Lieut. James B. Carroll, Air Corps, Regular Army Instructor with the 115th Observation Squadron, California National Guard, Griffith Park, Los Angeles, recently completed a very interesting trip via air to Mexico City and return. On three weeks' leave, Lieut. Carroll spent considerable time in a 6-passenger cabin J-6 Travelair, together with Frank Muller, owner of the plane; Roy Minor, pilot, and Ross Cunningham.

Lieut. Carroll reports that he found the weather good, landing fields fair, service excellent and the soda pop terrible. On the first day the party made Nogales and stayed overnight at Cannanea, the second night at Los Mochis, the third night at Mazatlan, where the natives were so hospitable that the visitors stopped there for five days, after which they were able to make Mexico City. After four days spent at the 7,000 ft. City, they took off again, returning for the first night's stop at Cannanea, via Mazatlan. The return trip was completed the second day.

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MUSKOGEE COMPLETES MUNICIPAL AIRPORT

On May 26th Muskogee's recently completed Municipal Airport is to be dedicated in one of the largest ceremonies of the kind ever staged in the Southwest. The Hon. Patrick J. Hurley, Secretary of War, an Oklahoman, is expected to be present and to be the principal speaker at the dedication ceremony.

Approximately 200 airplanes have been promised for the event, including both army and commercial ships. Prizes are to be offered in competition among service and private pilots.

Hatbox Field, the pioneer aviation field in Oklahoma, is widely known throughout the aviation world and is on the Army's north-south and east-west transcontinental route. Since 1922 Army fliers have been landing at the field.

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IN AGAIN, OUT AGAIN, IN AGAIN.... ..EGAN.

When the Fifth Squadron moved into their new barracks at Mitchel Field, there was a great demand for shrubs and trees with which to beautify the immediate landscape. Captain "Eddie" House started scratching his cranium vigorously.

The deep, dark secret was finally divulged that Lieut. Jack Egan had taken a correspondence course from the Davey Tree Surgeons, and was undoubtedly the man for the job. Egan was promptly put on the scent of new shrubs, and after a day of scouting around he reported that the only suitable trees were those in front of headquarters. This statement recalled to Captain House that sometime in the past he had been told that those very trees and shrubs were at his disposal should he ever care to make use of them.

So the next morning, armed to the teeth with picks and shovels, Egan and his gang began their upheaval of the Headquarter foliage. The work went on peacefully enough until all but one of the desired bits of greenery had been

uprooted and transplanted around the new barracks. Then a storm cloud broke with the entrance of Colonel Howard on the scene. "Who is this infidel who has uprooted everything which has stood for law and order?" he queried - mildly? Enter Jack Egan, pick over his shoulder and blissfully whistling a woodman's ditty. "Sir, I done it with my little axe."

The process was then reversed and every tree and shrub was restored to its original plot in front of Headquarters. The Fifth Squadron's promenade again became barren. "Caught in the act and sentenced to life," explained a late news bulletin.

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COMMUNICATIONS COURSE STUDENTS PERFORM MANY RADIO MISSIONS

The 1929-1930 regular army officers' class in Communications at the Air Corps Technical School at Chanute Field, Rantoul, Ill., consisting of five officers - Lieutenants George H. Sparhawk, Robert L. Schoenlein, Lindsay M. Bawsel, Donald R. Lyon and Roland O.S. Akre, entered the phase of their course on Airplane Installation and Operation of Radio Sets on April 7th, and from that date up to and including April 11th have flown 21 successful two-way radio missions in the two airplanes (types O2-C and O-11) assigned the Department of Communications.

Interphone systems between pilot and observer are installed in each of the airplanes, enabling either pilot or observer to handle the communications between ground and airplane. With five student officers in the class, and two airplanes and a ground station (SCR-132) available, a roster is maintained alternating the student officer assignments between pilot, observer and ground station operator.

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FLY TOGETHER IN SAME PLANE AFTER LAPSE OF TWENTY YEARS

Pioneering days in Army aviation were called during the course of the Exercises conducted by the Army Air Corps at Mather Field, Sacramento, Calif., when Majors Henry H. Arnold and Thomas DeWitt Milling flew together in a plane for the first time in nearly twenty years. Back in 1911 both of these officers, then second lieutenants, Arnold from the Infantry and Milling from the Cavalry, were detailed to the Signal Corps, and in April of that year were ordered to Dayton, Ohio, to undergo a course of instruction in operating the Wright biplane.

Majors Arnold and Milling received their flying instruction under one of the pioneer Wright flyers, and whenever they took a lesson they had to wend their way to the large barn at Sims Station, now the site of the Fairfield, O., Air Depot, which housed several of the early Wright machines. These flying lessons were usually given just before sunrise or sunset, when air and wind conditions were most favorable. The very low power of the early Wright biplane made flying in a strong wind somewhat hazardous, particularly so with a beginner handling the controls.

After the completion of their flying instruction at Dayton, the two young Army aviators were assigned to duty at the Signal Corps Aviation School at College Park, Md., the government having leased a thousand-acre tract of land at that place for use as a flying training school.

"We certainly enjoyed our first flight together since those early days of cloud pushing," said Major Milling, as he and Major Arnold stepped out of their fast Observation plane in which they had made their reunion flight. As I sat looking at Major Arnold's familiar back, I thought of the great flow of aviation development that had taken place since 1911. The Army plane we used today has a 500 horsepower motor, can cruise 650 miles and has a high speed of 156 miles an hour. Contrast this with the planes of 20 years ago which had 24 horsepower engines and which could fly for only two and a half hours at the rate of 40 miles an hour with the motor wide open. How times have changed!

A reminiscent look crept into Major Arnold's eyes as he said: "Yes, I thought of that too and then, when I noticed that bunch of pursuit pilots flying in tight formation over on our left, it occurred to me that those fellows won their wings after one full year of intensive training - 365 days of hard, gruelling work. In our 'Cadet' days, pilots were made in minutes, not hours. Major Milling has the distinction of winning his rating in one hour and 50 minutes. I had two hours and 20 minutes."

STATE OF ILLINOIS PHOTOGRAPHED

The Department of Photography of the Air Corps Technical School, Chanute Field, Rantoul, Ill., recently made tri-lens photographs of approximately 1,000 square miles of quadrangles in the State of Illinois for the United States Geological Survey. This valuable cooperative work, which will effect an enormous saving in time and money to the Government and the State of Illinois, was completed in connection with the photographic student officers' training work. A total of 2,500 square of miles will be photographed under this arrangement by June 1st if good weather is experienced. All photographic material used for this work is being replaced by the United States Geological Survey.

Lieuts. Spry and Stowell, students of the Photographic School, recently flew a two-strip mosaic of the Chicago waterfront from the Indiana line to Wilmette, Illinois, a distance of approximately 30 miles. A number of attempts were made this spring to photograph this area, which for probably 364 days in the year is covered by dense smoke or clouds. When completed, this mosaic will be approximately 30 feet long and four feet wide. It will be used as an exhibit at the Army Relief Show which is to be held at Soldier Field in Chicago in June.

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ARMY FLYERS ESCORT TRANSCONTINENTAL GLIDER FLYER

A three-ship formation, composed of airplanes from the 99th and 5th Squadrons, Mitchel Field, N.Y., escorted Captain Harks and his vermillion colored Texaco glider into Van Cortlandt Park on April 6th, thus adding a finishing touch to his epochal flight across the continent. Lieut.-Colonel Brant, of Mitchel Field, and Major Krogstadt, the Corps Area Air Officer, formed a part of the Mayor's reception committee for Captain Hawks.

As a return favor, Captain Hawks brought his glider out to Mitchel Field and said: "All right, boys, try her out!" Colonel Brant was the first to be hoisted off the ground, and was followed by Hez McClellan and Lorry Tyndall. The glider was pulled off the ground by hand, which made sustained flight a difficult feat. Despite this handicap, however, Tyndall succeeded in smashing all existing records for Mitchel Field by staying up sixteen and one-half..... seconds.

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LARGE CLASS TO GRADUATE FROM ADVANCED FLYING SCHOOL

The June graduating class at the Advanced Flying School, Kelly Field, Texas, promises to number exactly one hundred strong, comprising 16 officers of the Regular Army, one foreign officer (Columbia), 82 flying cadets, and one staff sergeant. The flying cadets are now submitting their applications for extended active duty with tactical units of the Air Corps. A total of 63 have submitted such applications, which is a drop of ten percent in the number requesting active duty as compared with the February class.

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LIBERTY ENGINES APPARENTLY DISLIKE THE PHILIPPINE CLIMATE

The 2nd Observation Squadron stationed at Nichols Field, Rizal, P.I., experienced some hard luck with its Liberty engines installed in O2-H Observation planes lately. Lieut. Backes, while flying a machine gun mission recently, was forced down at Nichols Field with a thrown connecting rod. The next day, while flying a mission in cooperation with the Navy, Lieut. Kennedy was forced down in Manila Bay with a balky engine. The plane sank in 150 feet of water. In another flight several days later, Lieut. Backes was forced down again with engine trouble while testing machine guns. This time he could not reach the field and was compelled to land in the water about five miles south of the field. The water where he landed was only about three feet deep and the plane may be salvaged.

The only injuries in any of these forced landings was suffered by Private Brown who was with Lieut. Kennedy. He had his wind knocked out when his safety belt broke and he struck the windshield with his stomach.

Changes of Station:

Major Harold A. Strauss, Kelly Field, Texas, to Brooks Field, Texas, not later than July 1, 1930, for primary flying training.

Major Thomas J. Hanley, upon completion of present course of instruction at Command and General Staff School, Fort Leavenworth, Kansas, to Air Corps Training Center, Duncan Field, Texas.

Captain William B. Wright, Jr., Kelly Field, to duty with Organized Reserves, 7th Corps Area, Kansas City, Mo., vice 1st Lieut. Isaiah Davies, ordered to duty in Office of Chief of Air Corps, Washington.

Captain Joseph L. Stromme, upon completion of present course of instruction at Harvard School of Business Administration, Cambridge, Mass., to Buffalo, N.Y., for duty as Air Corps Procurement Planning Representative.

Captain Christopher W. Ford from duty with Organized Reserves, 1st Corps Area, Boston, Mass., to Air Corps Training Center, Duncan Field, Texas.

Upon completion of tour of duty in Panama, Captain Samuel C. Skemp to Chanute Field, Rantoul, Ill.; 1st Lieuts. Robert T. Cronau and Glen C.Jamison to Langley Field, Va.; 1st Lieut. Don W. Mayhue to Fort Crockett, Texas; 2nd Lieut. John N. Jones and 1st Lieut. Edward D. Jones to Air Corps Training Center, Duncan Field, Texas.

Captain Charles A. Pursley to Air Corps Tactical School, Langley Field, Va., for duty as student. Previous orders in his case revoked.

Assignment of Captain Thomas W. Hastey, Office Chief of Air Corps, to Air Corps Tactical School, Langley Field, Va., revoked.

1st Lieut. LeRoy A. Walthall, Crissy Field, to duty with Organized Reserves, 9th Corps Area, San Francisco, Calif.

1st Lieut. Graham M. St. John, Kelly Field, to duty with Organized Reserves, 7th Corps Area, Minneapolis, Minn., relieving 1st Lieut. Wm. C. Farnum, ordered July 1, 1930, to March Field, Calif., for primary flying training.

Upon completion course of instruction at Air Corps Tactical School, Langley Field, Va., 1st Lieut. James T. Curry, Jr., to report to Commandant of that School for duty.

1st Lieut. Clayton L. Bissell, Instructor at Air Corps Tactical School, Langley Field, to Air Corps Training Center, Duncan Field, Texas.

1st Lieut. John S. Griffith, Kelly Field, to Selfridge Field, Mich.

1st Lieut. Kenneth Garrett, March Field, Calif., to duty with Organized Reserves, 5th Corps Area, Fort Benjamin Harrison, Indiana.

Upon completion of tour of duty in Hawaiian Department, Captain Raymond E. O'Neill to 1st Balloon Company, Fort Sill, Oklahoma; 1st Lieut. James F.J. Earley to March Field, Calif.; 1st Lieut. Raymond E. Culbertson to Selfridge Field, Mich.; 1st Lieut. Angier H. Foster to Fort Crockett, Texas; 1st Lieut. George V. McPike to Wright Field, Dayton, Ohio.

Assignment of 1st Lieut. Burnie R. Dallas, Rockwell Field, for duty as student at Air Corps Tactical School, revoked.

1st Lieut. Odas Moon, Rockwell Field, Calif., to Air Corps Tactical School, Langley Field, Va., for duty as student.

1st Lieut. James T. Hutchison, upon completion of tour of duty in Hawaii, to Crissy Field, Presidio of San Francisco, Calif.

2nd Lieut. Russell E. Randall, Brooks Field, to duty at the United States Military Academy, West Point, N.Y.

2nd Lieut. Waldine W. Messmore, Chanute Field, Ill., to Maxwell Field, Ala.

Detailed to the Air Corps, and to Primary Flying School, Brooks Field, Texas, not later than July 1, 1930, for training:

2nd Lieut. Roy H. Guerther, Cavalry.

2nd Lieut. William F. McKee, Coast Artillery Corps.

Captain Albert L. Lane, Corps of Engineers.

Relieved from detail to the Air Corps:

Major Hollis LeR. Muller to the 13th Coast Artillery, Ft. Barrancas, Fla.

2nd Lieut. Wayne J. Dunn to 12th Cavalry, Fort Brown, Texas.

2nd Lieut. Robert T. Frederick, to 13th Coast Artillery, Ft.Barrancas, Fla.

2nd Lieut. Thomas R. Horton to the 11th Infantry, Ft. Benjamin Harrison, Indiana.

2nd Lieut. Alvin G. Viney to the 6th Engineers, Fort Lawton, Wash.

2nd Lieut. John O. Williams to 2nd Division, Fort Sam Houston, Texas.

2nd Lieut. Herbert J. Van der Heide, Infantry, to 30th Infantry, Presidio of San Francisco, Calif.

Relieved from detail to the Air Corps (Cont'd)

2nd Lieut. Charles G. Calloway to the 62nd Coast Artillery, Fort Totten, New York.

2nd Lieut. Luster A. Vickrey to 18th Field Artillery, Fort Sill, Okla.

2nd Lieut. Edwin G. Griffith to 13th Coast Artillery, Ft. Barrancas, Fla.

Transferred to the Air Corps:

1st Lt. Oscar L. Beal	Infantry	Rank from June 3, 1927.
1st Lt. Richard E. Nugent,	Infantry	June 25, 1929.
2nd Lt. John H. McCormick,	Signal Corps	June 12, 1925.
2nd Lt. Leon W. Johnson,	Infantry	June 12, 1926.
2nd Lt. John M. Sterling	Field Artillery	June 14, 1927.
2nd Lt. Karl G.E. Gimmler,	Field Artillery	June 9, 1928.
2nd Lt. Maurice C. Bisson	Infantry	June 9, 1928.
2nd Lt. Donald W. Titus,	Infantry	June 9, 1928.
2nd Lt. Emmett O'Donnell, Jr.,	Infantry	June 9, 1928.
2nd Lt. Truman H. Landon,	Coast Artillery	June 9, 1928.
2nd Lt. John W. Kirby	Infantry	June 14, 1927.
2nd Lt. Charles B. Stone,	Infantry	June 14, 1927.

Reserve Officers ordered to extended active duty:

From July 2, 1930 to December 31, 1930.

2nd Lieut. Ferdinand Eble, Jr., Washington D.C., to Mitchel Field, N.Y.
2nd Lieut. Wm. Christy Bryan, Jr., Ft. Worth, Texas, to Post Field, Okla.
2nd Lieut. Richard J. French, Patsburg, Ala., to Maxwell Field, Ala.
2nd Lieut. Grosvenor R. Paine, Brownsville, Tex., to Ft. Sam Houston, Texas.
2nd Lieut. Mitchell P. Borden, New Orleans, La., to Maxwell Field, Ala.
2nd Lieut. Bayard B. Borden, New Orleans, La., to Maxwell Field, Ala.
2nd Lieut. John S. Blanchard to France Field, Panama Canal Zone.
2nd Lieut. William H. Thomas, Elwood City, Pa., to Mitchel Field, N.Y.

From May 14, 1930, to May 14, 1931.

2nd Lieut. Raymond Bradford Hurst, Seattle, Wash., to Crissy Field, Calif.
2nd Lieut. George Oscar Bond, Hyannis, Mass., to Mitchel Field, N.Y.

2nd Lieut. Erling A. Strand, Eugene, Oregon, to Rockwell Field, Calif., June 30 to December 27, 1930.

2nd Lieut. Edmund L. Burke, Hempstead, L.I., to Mitchel Field, N.Y., May 1, 1930 to April 30, 1931.

1st Lieut. Norfleet G. Bone, Dallas, Texas, to Fort Sam Houston, Texas, May 23 to November 21, 1930.

2nd Lieut. Gerard F. Mulligan, Dorchester, Mass., to Mitchel Field, N.Y., to March 14, 1931.

2nd Lieut. Dan McGrew Medler, Seattle, Wash., to Rockwell Field, Calif., June 29 to December 27, 1930.

2nd Lieut. Thomas J. Parkes, Corsicana, Texas, to Fort Sam Houston, Texas, June 2 to November 30, 1930.

Promotion: 2nd Lieut. Carl J. Crane to 1st Lieut., rank from March 28, 1930.

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WHOLESALE CATERPILLAR CLUB INITIATION

Respecting the rather unusual incident of six men making emergency parachute jumps simultaneously from a disabled Transport plane, mentioned elsewhere in this issue, it was learned that the men participating in this wholesale initiation into the Caterpillar Club on May 2nd were Sergeant C.A. Davis and Pvt. John Koziak, 11th Bombardment Group; Corp. W.L. Green, Pvts. Tony Wasilevich, Roy Stokes and John Lockwood, 95th Pursuit Squadron, Rockwell Field, Calif.

When one of the propellers of the tri-motored Army Fokker Transport broke, these six men "bailed out" in rapid succession, five going through the side door of the plane and Private Lockwood through the trap door. In doing so the latter skinned his nose. Corp. Green strained his neck when his chute snapped open and Sgt. Davis was slightly burned by the parachute harness. Lieut. W.A. Maxwell, Air Corps, piloting the Transport from March to Mather Field, stated:

"Everything was going smoothly until we neared Fresno. Suddenly, what I at first thought was the left propeller, broke off. I throttled down the motors from left to right, but by the time I discovered that the right propeller was gone the right motor had virtually torn itself to pieces and the plane was jumping badly. I saw that a forced landing in a vineyard was coming and told Sergeant Arthur, who was in the pilot's cockpit with me, to tell the other men to jump. Arthur opened the door to yell to them, but they had already sensed what was coming and the last man was just disappearing out of the door. I then told Arthur to jump, too, as we were due to crash. Arthur said 'No,' and stood by. I tried for an open space in the vineyard, but couldn't quite stretch the glide to make it, and we piled up in the vineyard. I don't understand why something didn't hit us in the face; things were certainly flying around in the front cabin."

SECOND BOMBARDMENT GROUP RETURNS HOME

In common with the other Groups of the Provisional Wing which had been carrying on the Air Corps Field Exercises at Mather Field, Sacramento, Calif., the Second Bombardment Group put on their demonstration at the United Airport at Burbank, Calif., for the benefit of the people of Los Angeles and vicinity. A formation of bombers flew a night mission over the cities around Los Angeles, and in the leading bomber was none other than Will Rogers himself as honor passenger.

On Sunday, April 27th, the Group participated in the last aerial review of the Provisional Wing at Rockwell Field, Coronado, Calif., upon the completion of which the Wing was disbanded and plans were made for the long trip home to Langley Field, Va.

All but two of the Curtiss B-2 Bombers (Condors) were left at Rockwell Field for transfer to the 7th Bombardment Group there, most of the pilots of these planes returning home by rail. The remaining two B-2's and eleven Keystone LB-7's started Wednesday morning, April 30th, with their noses pointing East and their motors humming the tune "Carry me Back to Ol' Virginny."

The itinerary of the Group was as follows:-

1st Day -- San Diego - Tucson - El Paso.
2nd Day -- El Paso - Post Field, Okla. - Kansas City, Mo.
3rd Day -- Kansas City - Scott Field, Ill. - Fairfield, Ohio.
4th Day -- Fairfield - Langley Field, Va.

The flying time from the West to the East Coast was 28 hours and 20 minutes - a new transcontinental flight record for the Second Bombardment Group, since it eclipsed by one and one-half hours the time made by this Organization in the day and night flight from Langley Field to the West Coast in August of last year, at which time the Group made a record for the movement of a formation of military airplanes from one coast to the other.

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AND NOW WE HAVE THE FLYING DOG

While the Second Bombardment Group was on the West Coast participating in the Air Corps Field Exercises at Mather Field, it staged an aerial demonstration at Mills Field, San Francisco, Calif., early in April. At that time an admirer of the Group presented it with a fine little six weeks old Irish terrier. The pup soon became the Group mascot, traveling in one plane the entire trip back to Langley Field, Va. Upon landing at fields enroute to the home field, the pup would run about and renew old acquaintances with the other pilots and mechanics of the Group until the motors of his plane were started, whereupon it would run over to its own plane, identifying it in some mysterious manner, and beg to be taken aboard.

Personnel not engaged in starting motors would take their cue to climb aboard the planes from the actions of the Group mascot. When the members of the Group saw the pup head for its plane, they knew it was time to be going and they headed for their own planes.

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ANNUAL MACHINE GUN AND BOMBING MATCHES

The annual Machine Gun and Bombing Matches of the Army Air Corps will be held at Langley Field, Va., starting Monday, September 1st next.

The participants will include one team from each Pursuit, Bombardment, Attack and Observation Squadron in the United States and the Panama Canal Dept.; not to exceed four teams from the Air Corps Training Center; not to exceed five teams from the Air Corps at Large; not to exceed five teams from the National Guard Air Corps; such teams as may be designated by the Secretary of the Navy, the personnel to be selected from the Naval Air Service and the Marine Corps Air Service; one team (Observation, Attack, Bombardment or Pursuit) from the Air Corps Tactical School, Langley Field, Va.; Two teams (Observation, Attack, Bombardment or Pursuit) from Wright Field, Dayton, Ohio; Two teams (Observation, Attack or Pursuit) from Office of the Chief of the Air Corps and Bolling Field.

Training Regulations 440-40 will govern those who are qualified to participate in these Matches.

The Secretary of War recently addressed a letter to the Secretary of the Navy expressing the hope that it will be possible for participants from the Navy and Marine Corps to enter these matches.

THE DEATH OF A POPULAR YOUNG AIR CORPS OFFICER

The airplane collision at Langley Field, Va., on May 8th which, unfortunately, resulted in the death of 1st Lieut. Robert J. Brown, Jr., deprived the Air Corps of a very efficient and extremely valuable officer. His record was a most exceptional one, marked as it was by unswerving devotion to duty, loyalty, energy, unusual ability, broad vision and painstaking effort. He possessed a most pleasing personality and his unfailing courtesy and gentlemanly qualities won him a legion of friends.

Lieut. Brown was born on August 31, 1893, at Beverly, Mass. He was a student at Yale, Class of 1918, but left before graduation to enlist in the Aviation Section, Signal Enlisted Reserve Corps. After completing his ground school training at the Massachusetts Institute of Technology, Cambridge, Mass., he received his flying training at Wilbur Wright Field, Dayton, Ohio, and Ellington Field, Houston, Texas, and was commissioned a 2nd Lieutenant on January 18, 1918. Assigned to duty at Ellington Field, he performed valuable services as an instructor in night bombing and raiding and later as Officer in Charge of Flying Training. Because of his very responsible duties and the efficient manner in which he performed them, he was repeatedly recommended for promotion. On August 21, 1918, he was promoted to 1st Lieutenant, which rank he retained when he was commissioned in the Air Corps, Regular Army, in July, 1920.

In August, 1919, Lieut. Brown was assigned to the Training and Operations Division in the Office of the Chief of the Air Corps, Washington, and the exceptional manner in which he performed the many difficult and very important functions assigned to him won the praise and high commendation of his superiors. As Chairman of the Around-the-World Flight Committee, he personally worked out many of the details of that most notable Air Corps achievement.

Upon the expiration of his four-year detail in Washington, Lieut. Brown was assigned to duty with the Organized Reserves of the First Corps Area, with station at the Boston Airport. This detail was followed by a tour of duty for three years in the Hawaiian Department, and upon his return to the United States he was assigned to duty as a student at the Air Corps Tactical School, Langley Field, Va.

The untimely death of this beloved Air Corps officer left a host of sorrowing friends, and our most sincere sympathy is extended to his bereaved family.

Funeral services were held at Arlington Cemetery on the morning of April 12th. In addition to the pallbearers and other Air Corps officers from Langley Field and Washington who assembled there to pay their respects, there were the Siamese Minister to this country with Captain Deves (a Siamese officer-student at the Tactical School) and Assistant Secretary of War F. Trubee Davison, a former classmate and fraternity brother of Lieut. Brown's at Yale University.

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"THE FIREFLIES"

One of the most spectacular features of the Army Air Corps activities on the West Coast during April was the flight of three illuminated Curtiss Falcon Observation (O-1-E) planes known as the "Fireflies." Beneath the lower wings and down the fuselage and across the horizontal stabilizers were strung a line of red, white and blue automobile tail lamps, alternately placed. Each color was controlled by a switch in the pilot's cockpit, placed on the right side of the instrument board.

Several flights were made, two from Mather Field and one from the United Airport at Burbank, Calif. On one flight from Mather Field the formation spent two and one-half hours in the air and covered all towns and cities included within the quadrangle of Sacramento, Petaluma, San Francisco, Stockton and Sacramento, even in the face of blankets of fog over San Pablo Bay and bad ground haze at several other points.

Flying a close formation, the two flank pilots could see the leading pilot's hand reach for a certain switch, as he kept on his cockpit light, thus making his movements discernible to the two other pilots. Being thus prepared for a change in colors, the whole formation switched on and off each color in rotation with perfect synchronization. The normal formation flown was the usual V-type one, alternated at times with the three planes abreast, at which time one plane showed red, the middle one white and the other blue.

The three "Fireflies" were Captain H.M. McClelland, Lieuts. Roland Birnn and W.A.R. Robertson.

Nichols Field, Rizal, P.I., April 3rd:

66th Service Squadron: Capt. Charles A. Pursley, relieved as C.O., is taking advantage of detached service at Camp John Hay for a short period after which he will travel in China and Japan. Capt. W.O. Butler assumed command of the 66th.

Lieut. Charles Douglas leaves on the 1st for a 30-day course at the Cooks and Bakers School, Fort McKinley.

Among those who left the squadron on the last transport were Staff Sgts. Cathie, Kidd, Lindsey and Morris. Famous last words were,"I'll be back".

The regular "Short-Timers" Dinner was held on March 2d, and again the Mess Sergeant and his staff put on a feed fit for a king.

2d Observation Squadron: Progress is being made in the erection of our long anticipated mess hall and barracks. The foundation is finished and the superstructure is being raised.

Our Athletic Officer, Lieut. Yeager, won another trophy when he mistook the field for a pond and landed an Amphibian with the wheels up. Nothing was damaged, however, and the "Dumb-bell" Prize, is sagely stored among his souvenirs.

Our squadron was strengthened by the arrival of 23 men on the March transport, including Tech.Sgt. Riley, Staff Sgt. Wilcox, Sgts. Craft and Sparling. These men now fill the vacancies caused by the departure of men returning to the U.S.

The 2d is still engaged in the annual aerial gunnery. The low altitude bombing is finished, with Lieut. Kennedy coming from behind to make the high record score of 218. Lieut. Shea was a close second with 216.

Tail wheels were installed on the O2-H airplanes during the month. Lieut. Kelly tested the first one installed and had nearly the whole field for an audience while doing so.

Nine planes from this squadron welcomed the transport "Grant" on the 3d. Our new C.O., Major Henry W. Harms, was aboard.

28th Bombardment Squadron: The arrival of the hot season brings the usual exodus of personnel to Camp John Hay.

Our basketball team, having won the Post championship and cup for the past two years, we see no reason why we should not continue our march to victory.

Scott Field, Belleville, Ill., April 21st:

Camera Obscura training preparatory to bombing, and bombing practice has again been incorporated in the daily schedule of activities. It is expected that a high percentage of pilots will be qualified this season as expert bombers.

Capt. Hal C. Head, Chaplains Corps, departed this week to join his new station at Fort Slocum, New York.

The enthusiasm displayed by the members of the different companies which turned out for the first baseball practice of the season indicates that the competition will be strong in the inter-company league and that a good Post team will be developed.

Luke Field, T.H., April 14th:

Seven of the men who completed the course for flying cadets at Kelly Field, Texas, and were given Reserve Commissions in the Air Corps Reserve, arrived on the March 21st boat for one year's active duty. Four of these officers specialized in Bombardment Aviation during the last four months of their training and were assigned to Bombardment Squadrons. They are 2nd Lieuts. Tallmadge Leslie Boyd of Washington, D.C.; Joseph Bynum Stanley, Jr., of Memphis, Tenn.; John Hubert Davies of Oakland, Calif.; and Theodore Bernard Anderson of Hammond,Oreg. The others specialized in Observation Aviation and were assigned to Observation Squadrons. These include 2nd Lieuts. James McKinzie Thompson of Groesbeck, Texas, Edward Rawlins of Tracy, Minn., and Ivan Morris Atterbury, of Oregon.

Lieut. James C. Shively returned to the mainland on April 1st and, after taking advantage of a leave of absence, will report to Langley Field for duty.

Lieut. Laird left on the "Cambrai", April 1st, for duty as an Observer during the Air Corps maneuvers in California. On his return he will give talks on the maneuvers for the benefit of Air Corps personnel here. It is believed that the extensive maneuvers on the Coast may reveal information on operations and tactics that will be of value in the training of local Air Corps units.

The Inter-Squadron Baseball League is developing many new players who will be seen later in the year in Sector-Navy competition. At present the Sixty-Fifth Squadron is leading, but the Fourth is close behind and may cause them considerable trouble and worry before the season is over. Although the Luke Field entry in Sector-Navy competition last year encountered tough luck when Moses was killed in July, and later when Tarpley broke his ankle at Shafter, they fought right through to the end of the season. Several of the older men, who have made Luke Field feared by all the other teams of the Sector, returned to the mainland for duty, but the vacant places on the team are sure to be capably filled.

43d Division Air Service, Connecticut National Guard:

Last week Major Luke Christopher hopped from Washington to inject a little ginger into the N.A.A., of which he is chairman of the Contest Committee. For the same purpose from New York came Hon. William P. MacCracken, formerly Ass't Secretary of Commerce for Aeronautics. A formation of three ships met him at Bridgeport and escorted him to Hartford. Governor Trumbull, the only extant flying Executive, and General Ladd, our former C.O., were also present.

Capt. Harry Generous and Sgt. Leo Domijan flew to Detroit to attend the Aircraft Show, April 4th to 9th.

So many high class men are desirous of enlisting that a special recruit class was formed. This class meets every week under the watchful eye of a drill sergeant. As fast as a vacancy occurs, one of the men of this class is enlisted. At the same time, if any of this class does not show real stuff, he is dropped, and thus what might have become dead wood is kept out of the Squadron.

Bolling Field, Anacostia, D.C., May 2nd:

Recent assignments to Bolling Field include 1st Lieut. C.W. Cousland, transferred from Ft. Sill, Okla., and 1st Lieut. C.H. Welch, transferred from the Canal Zone.

Maj. H.C. Davidson departed on leave of absence on April 10th for a tour of Turkey and the Near East. During his absence, the Post is commanded by Capt. Ernest Clark.

On April 7th, a fire of unknown origin broke out in the Parachute Hut about 4:45 P.M., rapidly spreading to Hangar 4 and destroying both buildings. A strong wind was blowing at the time and only the prompt and efficient work of the District Fire Department and Post personnel prevented the fire from spreading to other nearby buildings.

The Post baseball team is rapidly rounding into shape under the able guidance of Lieut. Cousland, former West Point first string catcher.

Among those who have returned from the Air Corps Maneuvers at Mather Field Calif., are: Col. Culver, G.S., Air Corps; Lieuts. Merrick, Robertson and Birnn with Major Griswold, G.S., as passenger.

Lieut. Whitten and M.Sgt. Peterson, of the Inspection Division, returned from an inspection tour of the west and southwest on April 25th.

Staff Sgt. Kerr, Chief Clerk in the Operations Office for the last two years is leaving on the May transport for station in the Philippines. Best wishes, Sergeant, for a pleasant voyage.

40th Division Aviation, Calif. Nat'l Guard, Griffith Park, Los Angeles, Calif.:

Lieuts. Noe and Wallen of this Squadron, were recent guests of Col. Orr, the flying Colonel of the 40th Division Staff. Col. Orr has a beautiful home near the Alameda, Calif. Airport. The estate in the rear of the house is beautifully landscaped in lawn, shrubs and flowers, and a winding trail leads to a most unique cabin which the Colonel has named "The Hangar". This is fitted up very comfortably with a large fireplace, brick floor, couches, easy chairs, and the walls are covered with pictures and trophies the Colonel brought back

from France. Col. Orr has extended a hearty invitation to the officers of the 40th Division Aviation to visit him and make the Hangar their headquarters anytime they are in the Bay region. Lieuts. Noe and Wallen, who enjoyed themselves otherwise, give this warning, however,- "Beware the Dog".

Maj. Jeffers, Commanding, recently appeared before a special meeting of the Los Angeles County Board of Supervisors and went into a huddle with the Fathers regarding the matter of a series of projected County airports in this vicinity. The Major was well fortified with a complete file of aerial sketches and reports on these sites, the information having been gathered and compiled by the members of the Squadron. A public report of the findings of the Board has not been released.

On a recent Monday night drill period, the Communications Section of the 115th Observation, under the command of Lieut. Miller, was in short wave communication with the Communications of the 160th Infantry, Calif. Nat'l Guard, during their drill period at the Los Angeles Armory. The information exchanged is said to be a deep military secret.

Two of the officers of this Squadron were added to the pilot staff of Western Air Express, - Capt. Sherwood and Lieut. Chappellet. Lieut. Allan Barrie, our Operations Officer, is also with Western Air.

Our field at Griffith Park, thanks to plentiful spring rains, now presents a lovely, green, smooth appearance, - apparently the perfect landing field. The Air Corps Provisional Wing, which operated at Mather Field, Sacramento, was scheduled to visit Los Angeles on or about April 26th to demonstrate to the local taxpayers that Uncle Sam really has an Air Service. The operations here are to be based at Boeing's United Airport, at Burbank, near our field. We are all praying that the pilots of the Pursuit and Bombing hail from Missouri, as our luxuriant carpet of green grass conceals several bad holes and ditches which are marked, but not too apparent to a strange pilot. There is enough forage on this field to keep six cows busy for six months, - so we hope that some farmer will please note.

Speaking of the Air Corps concentration at Mather Field, Lieut. Carroll, who just returned from a two-day visit there, reports that the old war-time flying field, which until ten days ago had not seen any Army activity for many years, now has all the appearances of a great war-time camp again. The barracks and quarters have been opened and fitted up for the month, a civilian concession is handling the messing, the field swarms with activity and the some 150 ships of all types make "the line" look like old times,- with this difference, that the former Jennies and DH's are AWOL.

112th Observation Squadron, Ohio National Guard, Cleveland, Ohio:

The 112th Association, the social organization of officers and men of the 112th Observation Squadron, Ohio National Guard, stationed at Cleveland, gave one of its inimitable entertainments recently, in which a number of "colo'ed gen'men" swapped punches in a ring of regulation size for the edification and delight of several hundred enthusiastic rooters.

The bouts represented one of a series of attractions that are being given at the Squadron's hangar on the Municipal Airport to promote good fellowship and good will between officers and men, to afford an opportunity for civilians to enlist in the unit and to show special guests that the 112th Association is one of the liveliest of military social organizations.

There were three bouts of three rounds each and a finale (battle-royal) that was a knockout in more ways than one. In this last set-to about eight men entered the rope-enclosed ring, including those who had participated in the preceding bouts, which were refereed by Maj. Chief Meyers, 107th Cavalry.

After a few minutes of fighting in which blows were exchanged with the rapidity of machine gunfire, most of the boxers, goffy-eyed and totally oblivious to their surroundings, were being dragged to safety by friendly hands.

The winner, a tall, dark-skinned boy, who, unlike his foes, had never smiled throughout the contests, was decided shortly afterward.

Incidentally he made Lieut. E.W.("Ernie") Lofquist richer and Lieut. Jack Gill, parachute officer, poorer; this bet being the chief reason for the battle royal.

Maj. "Tommy" Herbert, Commanding Officer of the Squadron, who practices law on the side for the Ohio Attorney-General, watched the scraps from a point of vantage and afterwards declared they were among the best that had been staged in the hangar.

San Antonio Air Depot, Duncan Field, Texas, April 29th:

Capt. S.J. Idzorek, accompanied by 2nd Lieut. T.H. Landon, of the 3d Attack Group at Ft. Crockett, Texas, visited the Depot on April 8th, by air.

Capt. Walter H. Reid, A.C.(DOL), Instructor with the 36th Division Aviation Texas National Guard, Houston, Texas, was a visitor at this Depot on April 10th, and again on the 28th and 29th, bringing in planes for overhaul and ferrying back others for delivery to the Texas National Guard. On his last visit he was accompanied by Capt. Fred. V. Willbur, Texas National Guard Air Corps, of Houston, son of the Mr. Willbur, who is prominent on the editorial staff of the HOUSTON CRONICLE and is one of the promoters of the Litchfield Trophy Balloon Races to be held in Houston in the early part of June of this year.

1st Lieut. L.P. Whitten, of the Office of the Chief of the Air Corps, accompanied by Tech. Sgt. C.E. Peterson, A.C., en route to Bolling Field in an O2-A, stopped over at this Depot, April 21st to 23d for miscellaneous repairs to their plane.

1st Lieut. E.V. Harbeck of this Depot was a visitor in Houston, Texas, on cross-country, over the week-end of April 19th to 20th.

A group of about thirty-five Student Officers and Flying Cadets of the present class of the Air Corps Advanced Flying School, Kelly Field, made a tour of inspection through this Depot on April 29th, in charge of Lieut. Mallory of that station, in connection with their course of instruction.

The Duncan Field Officers' Club inaugurated a Croquet Ground, a Horseshoe-Pitching Court, and a Putting Green, and intense rivalry is manifesting itself among the officers of the Post in swinging a wicked croquet mallet, hurling sure-fire "ringers", etc. All comers are challenged.

During the month of March the following airplanes and engines were overhauled and repaired by the Engineering Department of the Depot:- Airplanes, overhauled - 5 A-3, 1 A-3A, 1 LB-5, 1 C-1-C, 1 DH-4M-1, 1 DH-4M-2, 1 DH-4M-2K, 2 DH-4M-2P, 1 DH-4M-2T, 1 O-17, 2 P1-D, 1 P1-E, 1 PT-1, 4 PT-3, 2 PT-3A, total 25: Airplanes, miscellaneous repair - 1 LB-5A, 2 C-9, 1 O2-E, 1 O2-J, 1 O2-K, 1 O2-M3, 1 PT-3A, total 8.

Engines, major overhaul - 30 Curtiss D-12, 15 Wright J-5, 4 Wright J-6, total, 49. Engines, minor overhaul - 26 Liberty, 3 Curtiss D-12, 1 Curtiss-R-600, 1 Wright E, total 31.

28th Bomb. Squadron, Nichols Field, Rizal, P.I., April 2d:

The recent arrival of the U.S.A.T. "Grant" was the principal event of interest at Nichols Field this month. We received Staff Sgts. Martin, Jack Wolfe, Fields and Harvey as replacements for Staff Sgts. Crawford and Butler who returned to the States and Staff Sgts. Mullenix and Krogstad, who were transferred to the 66th Service Squadron. We also received our usual allotment of other grades.

During the month we carried out a number of missions, cooperating with the Coast Artillery and other branches, on the Rock. We also had a number of bombing missions scheduled which we were unable to carry out, as our L.B.'s were grounded for further bracing.

The Squadron Commander, Capt. Brock, departed on the 1st for a tour of detached service at Camp John Hay. In his absence 1st Lieut. (Slim) Morris took command and is expected to display his usual energy and vigor while C.O. Staff Sgt. Peaches Browning was appointed 1st Sgt., vice 1st Sgt. Moriarty, who reverted to his original grade of sergeant. Pvt. A.M. 1st Class Way was appointed Cpl. We understand that Buddy Crawford was assigned to Chanute and everyone would like to hear how he likes it.

Mitchel Field, Long Island, N.Y., April 17th:

The personnel here are bemoaning the fact that they were excluded from the Maneuvers at Mather Field. Some have dissapated their gloom by reconciling themselves to the very evident fact that Observation Aviation would not and could not play an important part in maneuvers which are strictly concerned with the deployment of the "forces" of the air.

We have been lurking in ambush for just such a time as these maneuvers in which we might not only have proved our efficiency as an Observation Unit, but also as a combatant arm in case the need should arise. Just as the different

branches are now simulating problems in aerial warfare at Mather Field, so could we have simulated problems which would have facilitated the movements of the others as well as being invaluable experience for us.

From a purely altruistic point of view we would have liked the idea of participating in the maneuvers in order that we might have proved to a seemingly skeptical audience that the Ninth Group has something to offer, and can operate to quite a satisfactory degree of efficiency in the field. All we need is an invitation, and it doesn't have to be engraved either!

Lieut. Hez McClellan left Mitchel Field in an O1-E for the Maneuvers at Mather Field, with Clayton Knight, the famous artist and airplane illustrator, as a passenger. Mr. Knight expects to sketch Army airplanes during the rest of the Maneuvers.

Maj. Ryan followed him in several days later with Col. Peter Brady as a passenger.

Ships from the 1st Squadron cooperated in an extensive search for the missing Curtiss student who was lost the early part of the week. As yet, no definite information has been unearthed as to his whereabouts.

Mitchel Field, Long Island, N.Y., April 3d:

The Field was in a maelstrom of moving activities for the last week or so, and now that the furor has abated somewhat it is more or less evident that two more squadrons and the Headquarters Detachment have finally quit their old ramshackle shelters for their new and quite luxurious abodes (luxurious by comparison).

The new barracks mark the beginning of a new era for Mitchel Field - at least we hope that this progressive trend will continue until all the old unsightly buildings have come down. Being so urbanly situated as it is, and in the midst of one of the most prominent and beautiful sections of Long Island, it should be put in keeping with the surroundings.

For advice on how to move a squadron, get in touch with Eddie House. Even for such a short distance as this there are a few of those finer points to be observed that Eddie alone can explain. If, upon finishing the interview, you haven't been brained with a stray soup ladel for as much as mentioning the subject, you'll undoubtedly go away with a few priceless gems of knowledge, or maybe a few choice epitaphs to add to your repertory.

An unusually attractive dumb-bell was recently resurrected from the archives and polished until all of its original splendor has been revived; the only thing needed now is an owner.

At present it is residing in Major Ryan's office, and it is only a matter of days before someone will be the proud possessor. The only trouble, says Maj. Ryan, is that competition is too keen at present and the rendering of an impartial decision is almost an impossibility. Capone's cohorts from the 5th Squadron, who have been accused of sinking buoys, think it belongs to one of their number, but they are being pressed hard by Lieut. Eble, who shot a hole in a hangar wall. The escapades of these two parties, however, have been appreciably dimmed by the great navigation flight in which four PT's, Middletown bound, and led by the keen-eyed Warrant Officer Dodd, flew completely off their strip map and finally ended up at Aberdeen down on the Chesapeake with the same keen-eyed Mr. Dodd rejoicing on finally having made Middletown-going so far as to write "Mitchel to Middletown" on his Form 1.

A Fordson tractor has been getting in more time out on the flying field than any of us. It is there when we go out and is still chugging away when we leave. A particularly rough spot on the field directly in front of Operations was proving a hazard to taxying ships, so at the suggestion of "Hungry" Gates the tractor was put to work ploughing up the spot. An Illinois farmer would have been envious of the straightly mowed lanes, and it was the belief of everyone that before long fresh vegetables and perhaps a few carnations would come sprouting up. The place has been leveled off now, and it shouldn't be long, with the help of a few spring rains, before the first of watermelons start to grow.

A certain gentleman made an emergency landing in a field which proved to be rough enough to do some slight damage to the ship, and when he returned he was taken in tow by his superior and made to point out the field on a map. After being severely reprimanded for his poor judgment he was asked the following question:

"Why in the devil did you land in that field? Why didn't you land in that big field right next to it - the one bounded by that line? "

Whereupon he replied:

"Well, I would have, sir, but you see the trouble is that line is a contour."

And then they called it a day.

Col. and Mrs. Howard left the Field for a fifteen-day visit in San Antonio. The Texas spring is certainly much more enjoyable than these howling March winds we've been having here.

Lieut. Clarence Mower and Miss Trash were married on March 28th., The ceremony and reception were held in Col. Howard's quarters. Many a feminine heart fluttered when they marched under the sabre arch, and many a bachelor heaved a sigh and plodded on his solitary way back to the "haunted house" - that haven for single males.

Pardoe Martin recently flew to Arcadia, Fla., to visit a daughter who has been taken quite seriously ill. We understand the trip was a success, because a marked improvement was seen in his daughter, and we all hope she continues on the road to a quick recovery.

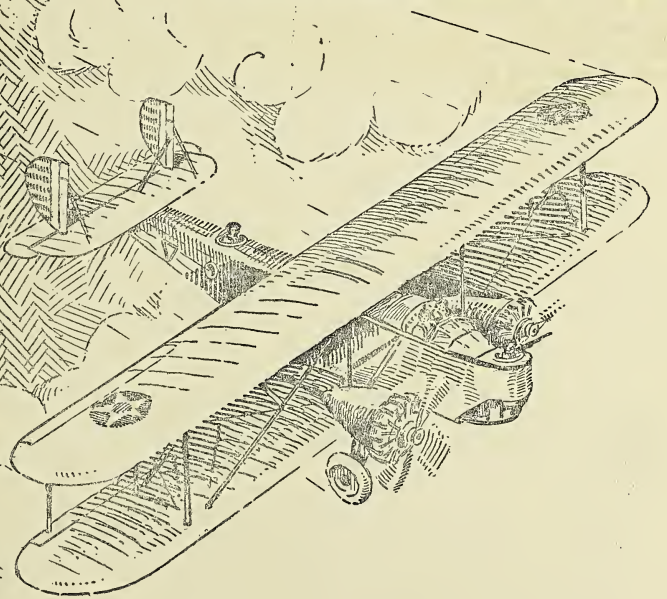
120th Observation Squadron, Colo. National Guard, Denver, Colo.:

March was a busy month for the 120th Observation Squadron, outside of the regular routine of drills and classes. Radio classes are being held four nights a week to enable every officer to qualify on radio before the next annual encampment in June.

Late in March, three bandits, who were more desperate than they were clever, robbed a bank at Manter, and in their attempted get-away killed one deputy sheriff and wounded another at Eads, Colo. Under orders of the Governor, Lieuts. Beau and Braddick were dispatched to Burlington, Colo., with a Douglas O2-H, equipped with radio, to operate with the sheriff of Kit Carson County and the local National Guard Infantry Company. The peaceable surrender of the bandits to officers in Kansas before Lieuts. Beau and Braddick reached Burlington prevented the officers from aiding in the search.

In addition to a number of radio missions, several of the officers trained themselves in cross-country work during the month. Capt. Reavis and Lieut. Junk flew to Longmont; Lieut. Braddick, to Eads, to Lamar, to Walsenburg, to Pueblo and back to Denver in one day; Lieut. Hunter, to Pueblo; Capt. Mumey, to Cheyenne and Pueblo and Lieut. Beau ferried Douglas O2-H #28,351 to San Antonio and returned with Douglas O2-H #23349.

AIR CORPS NEWS LETTER



—ISSUED BY—
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

F. C. Barry

VOL. XIV JUNE 9, 1930 NO. 7

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VOL. XIV A I R C O R P S N E W S NO. 7

Information Division, Air Corps — June 9 1930. — Munitions Building, Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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THE ARMY INDUSTRIAL COLLEGE

By Lieut. John S. Gullet, Air Corps

Foreword:

The Army Industrial College is the youngest and, from the standpoint of its potentialities, one of the most important links in the Army educational system. It is a logical and inevitable development of the World War. Although only six years old, it has established itself firmly and has aroused favorable comment both from within and without the service, especially from those leaders of industry who struggled with the munitions problem of the late war. The Army Industrial College, together with the Command and General Staff School and the Army War College, is listed as a General Service School.

Historical

The inception of the idea of an Industrial College for the Army maybe said to date from the passage of the National Defense Act in 1920. This Act recognized the fact that the mobilization of industry and material resources is of paramount importance, and placed upon the Assistant Secretary of War the responsibility of assuring adequate provision for such mobilization of industry and of supervising the actual procurement in an emergency.

In carrying out his duties under the Act, the Assistant Secretary of War first established in his office an Army Industrial Staff or Planning Branch, as it is called, where the subject could be studied, policies determined, and the detailed work of supervision performed. It soon became apparent, however, that an additional organization was needed where officers could be trained more expeditiously for the work of procurement planning and the supervision of war procurement, whether this work was to be performed in the office of the Assistant Secretary of War or in the Supply Branches. Accordingly, the College was founded on February 25, 1924, by War Department General Orders No. 7, which reads in part as follows:

> "A college, to be known as the Army Industrial College, is hereby established for the purpose of Training Army officers in the useful knowledge pertaining to the supervision of procurement of all military supplies in time of war and to the assurance of adequate provision for the mobilization of materiel and industrial organizations essential to war time needs."

It is interesting to note that just as the Army War College was established to provide for the study of intricate problems facing our General Staff in regard to the mobilization and effective use of man-power in national defense, so was the Army Industrial College established to accomplish a like purpose for the coordinate function of a maximum utilization of industrial resources.

Academic Subject Matter

The Army Industrial College is a pioneer venture. Its mission is to train officers to explore and chart the preeminent industrial and economic resources of this nation and the world wide relationship in the light of supply, demand and utilization, and to fashion plans which shall facilitate the prompt and effective use of these resources in some future emergency. This mission involves studies along many and varied lines. A brief recital of the general scope of the work covered during the present school year may be of interest.

Speaking broadly, the academic schedule may be considered as dividing itself into four main parts:

1. War study, that is, an historical phase devoted to a study of supply problems that obtained during the World War, the agencies created to handle same, the methods employed, the difficulties encountered, the remedial action necessitated, and a summary of lessons learned in this school of experience.

2. Economic theory of war procurement. By this is meant the breakdown of the factors involved in the subject of procurement and an an analysis of each with the idea of arriving at a practical working solution. This study includes

some seventeen functions, all of which are primary considerations in the planning processes.

3. Applied economics in war procurement. This part of the course is a study of the organizations necessary to effectively control the functions referred to above. In other words, it is a study of the means employed in the application of the solutions previously discussed.

4. Corelation and coordination of above control functions.

For the purpose of familiarizing the student with the purpose of procurement planning, a short orientation course in his own branch of the service marks the opening of the school. The termination of the school year is also marked by a final branch study for the purposes of orientation with reference to the actual district procurement activities and procedure and the liaison which is expected with the branch central office.

The problem of procurement is to a degree a business problem of a sort the business man in industry is called upon to solve in a small way, perhaps, daily. Obviously, then, it is important that an officer making contact with industry for planning or procurement purposes should know something about the manner in which business is conducted. The schedule was therefore made to include some six weeks of study of the fundamentals of business. In a measure, this course parallels that given in the Harvard School of Business Administration, and is conducted by a graduate of that school. The subjects considered include Economics, Accounting, Finance, Statistics, Commercial Law and Marketing. The field is large, but opportunity is afforded to obtain some general knowledge of these subjects.

It might be well to amplify the references made as to factors or functions essential to procurement planning. These are the elements that require special consideration in the field of materiel. They include as individual studies -

1. Allocation (clearance of manufacturing resources)
2. Priorities
3. Commodities (Raw materials and other secondary requirements)
4. Requirements
5. Power
6. Labor
7. Transportation (Railway and waterway)
8. Price control
9. Conservation
10. Foreign Trade
11. Facilities (Conversion and Construction)
12. Shipping
13. Food
14. Communications
15. Finance
16. Fuel
17. Publicity

These subjects are supplemented by studies covering Foreign Industrial Control, Strategic Raw Materials, War Load and Distribution, Foreign Strategic Industrial Areas, the Steel Industry, Machine Tool Industry, Foreign Exports and Imports, and similar subjects of exceptional interest and bearing more or less directly upon our basic studies.

The scheme of instruction at the present time follows that of the best postgraduate schools in civil life. Problems are assigned either as individual or as committee studies, with the greatest latitude allowed as to the extent to which research may be carried. Written reports in the nature of these are required in practically all problems. These reports are presented to the class as a whole, fully discussed, and an effort made in this way to crystallize the conclusions into definite doctrine on the subject.

There are no approved solutions to the many problems studied, it being recognized that planning is of necessity a never ending activity and that economic changes must be recorded by revision of plans if they are to be effective and possess maximum utilitarian value. Hence, constant efforts are made to stimulate creative thought with the idea of having available the latest analysis of the subject matter and recommendations covering the application in terms of practical operations.

Towards the close of the school year, the entire student body, in company with certain members of the faculty, journey to Pittsburgh for the purpose of visiting some of the large industrial facilities and gaining first hand some information relative to their management and operation and the positions held in the field of national and international commerce. This trip is most interesting, highly instructive and enables the students to come in contact with representatives of some of the largest and most important industries of this country. The manner in which such men receive Army personnel, their manifest interest in the service procurement problems and the work undertaken by the Industrial College, and their evident desire to cooperate fully is, indeed, a revelation and bespeaks

the estimate of business of our industrial procurement planning.

Conclusions

Although still in its infancy, the Army Industrial College has already justified its existence. The support given it by the Supply Branches and the hearty approval expressed by industrial leaders who have become acquainted with its activities indicate for it a future of broader scope and increasing influence. The assignment of Naval and Marine Corps officers to each course is indicative of the spirit of cooperation engendered between the branches by the Institution, while the detail of officers from the line of the Army to take the course clearly shows that the idea of industrial preparedness, to which the College is dedicated, is coming to be recognized more each day as a vital element in War Department plans for the national defense. The fact that the War Department now requires a given percentage of the officers detailed to the Army War College to be graduates of the Industrial College would indicate the growing importance attached to the efforts of this Institution and its contribution to the preparedness program.

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MIMIC WARFARE AT LOS ANGELES

Emerging from an altitude of 30,000 feet, beyond the vision of the human eye, Army airmen from Rockwell Field, Coronado, Calif., simulated an aerial attack upon Los Angeles, Calif., on June 7th. The general situation calling for the attack was announced by the 7th Bombardment Group, as follows:

Enemy forces supposedly captured Los Angeles, destroyed a large portion of the business district and established their headquarters, anti-aircraft nests and ammunition base in the heart of the city. The high command is operating in the City Hall. Preparatory to re-occupation by friendly troops, the Army Air Corps has been ordered to destroy the enemy's stronghold, disorganizing their forces and throwing them off their guard for an attack by our Infantry. Accordingly, six huge Curtiss "Condor" Bombers of the 11th Bombardment Squadron are dispatched from San Diego, flying at an altitude of 15,000 feet, loaded with bombs, and protected by the 95th Pursuit Squadron flying five miles above the earth in small, fast Boeing Pursuit planes, ready to drive off enemy planes which might attack their heavily-laden brothers. The little single-seater fighters cannot be seen or heard from the ground.

The pilots were dressed in fifty pounds of clothing to protect them from a temperature of 40 degrees below zero at that altitude, although people on the ground below them were basking in the California sunshine. So far above the earth, where the air is extremely rare, life is sustained by means of artificial oxygen sucked from the tanks located in the pilots' cockpits. No air squadron in history has delivered an attack from so great a height, the California Squadron being the only unit which has reached that altitude in a formation flight.

A few seconds before the Bombers arrived on their deadly mission of destruction, carrying 24,000 pounds of bombs, the 95th Pursuit Squadron dived earthward, belching out volleys of machine gun fire and releasing light bombs on the enemy's anti-aircraft nests, thereby disabling them to such an extent that they were not able to damage the oncoming Bombers. Following the dive of the Pursuiters, they zoomed heavenward again, ready to come down to the aid of the big ships if that became necessary.

Continuous radio communication was maintained between the two squadrons during the entire trip. Immediately following the simulated attack, the planes joined in an aerial review over the Los Angeles Airport, in honor of city and state officials and honored guests attending the dedication exercises there.

West Coast radio fans had an opportunity to hear a description of the first aerial attack ever made from an altitude of five miles above the earth when this aerial raid on the Los Angeles City Hall was made. Station KHJ made arrangements with Army officials to re-broadcast the announcements made from an Army Bomber during the epoch-making attack. The approach by the Bombing Squadron, the five-mile dive by the protecting 95th Pursuit Squadron, the theoretical bombing and the resulting destruction were all graphically explained from one of the huge "Condor" Bombers.

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For the information of Correspondents, contributions to the News Letter should be submitted twice a month, preferably on the 1st and 15th. Articles and news items from Air Corps Reserve and National Guard organizations are invited.

PARTICIPATION OF FIRST PURSUIT GROUP IN MATHER FIELD EXERCISES

By the News Letter Correspondent

During the absence of the 1st Pursuit Group on the Air Corps Combined Exercises at Mather Field, Sacramento, Calif., in the month of April, Selfridge Field was a rather deserted place and, having furnished some 43 Pursuit and Transport airplanes for the Exercises, its normal activity during this period was, of course, considerably lessened, thus allowing a few of the mechanics to take advantage of a much needed rest.

Twenty-two type P-1 Pursuit planes, three Ford tri-motor and one Fokker tri-motor Transports carrying supplies, and 22 mechanics proceeded to Mather Field from Selfridge, while the eighteen new Boeing P-12B's were ferried to Mather from Seattle by Selfridge Field pilots who were ordered to Seattle for this duty by rail.

Due to especially bad weather at Selfridge Field March 25th to 27th, the Group was delayed until March 28th, and it did not arrive at Mather Field until May 2nd. This delay in reaching Mather was also due to bad weather. High winds and snow were encountered at Cheyenne, Wyoming, to which place the Group was forced back and remained two days.

During the Exercises, all aircraft functioned satisfactorily and, even though a great deal of mechanical work, including several engine changes, was performed during the period of the Exercises, two squadrons of 18 planes each were always in readiness for scheduled missions. This mechanical work was performed by the 19 enlisted mechanics who, although sometimes charged with the responsibility of maintaining from one to four ships each, managed by dint of considerable growling and other things of which a soldier is past master to handle everything in an excellent manner. In one case which happened to be the night before the Group was scheduled to start on the return flight, two details worked until long after dark changing the engines in two of the airplanes. This work was completed and the engines tested that night in order that the planes might be ready for the return flight on the following day.

The high spot of the return flight occurred at Denver, Colorado, where the entire Group was the guest of Mr. F.G. Bonfils, publisher of the Denver POST. Landing was made at Lowry Field, where Mr. Bonfils and his staff had everything prepared to delight a mechanic's heart. The mechanic is especially mentioned in this case since upon arrival at Lowry Field the airplanes were turned over to trained mechanics of the 120th Squadron of the 45th Division, Air Service. For weeks prior to the arrival of the Group, these men had been instructed in their various duties and, upon the Group's arrival, they proceeded to carry out these instructions by completely servicing and checking all aircraft and even with the aid of power trucks going over the entire surface of some forty planes with soap and water, also polish and a great deal of elbow grease.

That night the Group, as guests of Mr. Bonfils, had dinner at the Brown Palace Hotel and afterwards were presented tickets for the R.K.O. Theatre. During the day each member of the Group was privileged to meet the Governor of Colorado and during dinner to listen to a short talk from Mr. Bonfils. After telling us how very pleased he was to have us with him, he abruptly turned and left the dining room. He did not give the many of us,who would have liked a chance, to tell him how very much we were pleased to be his guests and how very glad we would be to return at some other time.

Early the next morning, upon arrival at Lowry Field, we found that the details had worked practically all night. The ships certainly showed it because they looked as though they had just come from a factory. They were all polished, and it seemed a shame to start them up and get them all dirty again. It might be added here that the guard and policing of the airdrome was handled in a very excellent manner by Companies "D" and "F" of the 2nd Engineers from Fort Logan. Throughout the night these men were on duty, and evidently were working under definite instructions, since everything was handled in such a pleasant well-ordered manner. The guards were definite in their instructions to visitors but were pleasant with all, and everybody seemed entirely satisfied with the system. In addition, government ambulances were furnished by the Fitzsimons General Hospital for use throughout the stay of the Group and, of course, had with them the necessary medical attendants. We were very glad, however, that the ambulances were not required.

During the broadcasting of the demonstration, the broadcaster called upon 1st Lieut. Walter E. Richards, our loquacious engineer officer, to explain to the people the maneuvers performed by the Group during the demonstration. We believe

that Lieut. Richards would qualify as an announcer, since he seems to have an excellent radio voice and was more or less familiar with radio announcing technique. His explanations of the maneuvers were clear and concise and no doubt greatly assisted the visitors in understanding some of the difficult phases performed.

It might be added here that the entire Group had flown throughout the morning for a period of some five hours and this, in addition to the two hours of demonstration flying at Denver, placed them under considerable strain. Everyone, however, was unanimous in the opinion that the maneuvers were the finest they had ever been privileged to witness. On behalf of Major Royce and the Group, Lieut. Richards at the close of his talk invited his listeners to pay Selfridge Field a visit at any time they might be in the vicinity of Detroit, Mich. It certainly would be a pleasure to see some of these people from Denver again and, in case any of them read this, we can assure them that we will have time to show them the field in case they ever do get here.

Upon the arrival of the Group at Chanute Field the personnel first obtained news of the death of 2nd Lieut. Harold Brown, Air Corps, who at Fort Riley had obtained permission to proceed to Chanute Field via Columbia, Mo. Lieut. Brown was killed when his plane crashed near Columbia at about 8:30 a.m. on May 2nd.

Throughout the flight from Selfridge to Mather, the Group battled head winds which at times reached a velocity of between 50 and 60 miles an hour. One Transport in particular, enroute from Chanute Field westward, was forced down at Burlington, Iowa, after three hours' flying, averaging 50 miles an hour for the trip. The return trip was entirely different and the Group was adequately compensated with tail winds, due to which fact some of the Transports averaged a speed as high as 125 miles an hour.

The Pursuit planes during the Exercises and including the flight to Mather Field and return averaged approximately 90 hours' flying time. At this time no estimate can be given for the Transports, inasmuch as these planes, in addition to making the trip to and from Mather Field, were also used throughout the Exercises for special flights, which included the transportation of supplies to and from Mather Field to Crissy and Rockwell Fields, and for transporting guests and staff observers in the vicinity of Mather Field.

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COLORADO NATIONAL GUARD AIRMEN GREET FIRST PURSUIT GROUP

The 45th Division Aviation, Colorado National Guard, were hosts to the famous First Pursuit Group at Lowry Field on April 30th on their return from this year's Army Air Corps Exercises which were held at Mather Field, Sacramento, Calif.

Early on the morning of the 30th, a flight of four Douglas planes from Lowry Field, under the command of Major Bruce Kistler, left for Cheyenne to meet Major Ralph Royce and his Group. At eleven thirty a.m., the first provisional squadron under the command of Captain Victor Strahm, consisting of eighteen P-12's, appeared out of the north and in tight combat formation circled Denver and landed at Lowry Field. These pilots had come direct from Salt Lake via Laramie, Wyoming, without landing at Cheyenne, in three hours and fifty minutes.

A few minutes after twelve o'clock, the Lowry Field group, led by Major Kistler in a Douglas O2-K, were seen to the North with Major Royce and twenty P-1's following. The ships circled Denver and landed at Lowry Field, where lunch was served in the Officers' Club. Shortly before one o'clock, the three Ford Transports belonging to the First Pursuit Group landed and were parked at the south end of the dead line. Five Douglas planes from Fort Sill, Oklahoma, under the command of Lieut. Baisley, had preceded the last of the Group a few minutes and were parked north of the squadron buildings.

Lowry Field was now buzzing with air activity, and the immense throng surrounding the field were treated to the largest gathering of military aircraft ever seen in Denver, there being 62 Army aircraft at the field, including those belonging to the National Guard squadron.

At 2:30 p.m., the entire Group of 38 Pursuit ships took off, and for one hour gave the populace of Denver and vicinity the greatest military air treat conceivable. The crowd at the field was estimated at between sixty and eighty thousand people. A detail of the 2nd Engineers, under the Command of Lieut. Harmon, of Fort Logan, kept everything in order, and the streets and approaches to the field were efficiently policed by the efficient Denver Police Department under Captain Merritt.

A short line squall started to marr an otherwise perfect day just as the Group was landing, but it soon blew away and then two Pursuiters in P-12's put on a dog fight, performing everything in the catalogue and then some. Immediately after their landing the public was admitted to the Field and were allowed to approach within a short distance of the dead line where they were afforded the opportunity to observe the servicing of the 41 ships of the Group. The Transport pilots had hardly shut off their motors when the Lowry Field engineering section, under Lieut. Fred H. Junk and assisted by Lieuts. Wilson and Braddick with Line Chief Jack Burnell, were washing the big Transports. Two men with a large Ingersoll Rand Compressor preceded with two gasoline air guns and cleaned off all oil and the motors, then twenty men with brushes and a truck of soapsuds scrubbed each ship, with the Denver Fire Department bringing up in the rear and rinsing off each plane. Another detail followed with chamois and rags, drying each plane, cleaning windshields, placing on cockpit and motor covers, etc.

All of the Regular Army enlisted personnel were sent to the hotel at five o'clock, it being their first night off since leaving Selfridge Field. The Lowry Field engineering crew welded up the cowling on wing motors of two Transports, made numerous patches, added 75 revolutions to one "Wasp," completed all Form One's, and had all ships spick and span at 12:30 that night. This was a gigantic job, as the ships were very dirty and had not been washed since leaving Selfridge and were in need of other minor repairs which were all taken care of. The Pursuit Group pilots were highly enthusiastic in their praise of the care given their ships.

The Group departed for Fort Riley, Kansas, at 9:30 a.m., May 1st, and other visiting Army ships from Kelly, Brooks and Post Fields were all gone shortly thereafter.

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PROVISIONAL WING VISITS ROCKWELL FIELD

San Diego, California, was provided with a spectacle never seen before when the First Provisional Air Force Wing was demobilized at Rockwell Field on April 27th, bringing to a close the intensive spring maneuvers held at Mather Field, Sacramento, Calif., during the month of April. The personnel and planes, 154 officers and 142 planes, consisted of General Gillmore and Staff; the Second Bombardment Group of Langley Field, Va.; the First Pursuit Group of Selfridge Field, Mich.; the Third Attack Group of Fort Crockett, Galveston, Texas; and the Seventh Bombardment Group of Rockwell Field, Calif.

Bombers, Attack planes, Pursuit planes, Transports, Hospital planes, Observation planes and radio craft passed over the City of San Diego in an aerial armada, and then over Rockwell Field in review before General Gillmore.

Elaborate plans were made at Rockwell Field for the reception of the officers and planes. Immediately upon landing, the officers proceeded to the Officers' Club, where General Gillmore, in a brief speech, expressed to the officers and enlisted men of the Wing his appreciation, and bade them good-bye and good luck prior to his retirement in June this year.

In the aerial review, the Bombers came first, thundering across the field barely 25 feet above the ground, next came the Attack planes and then the Pursuit planes. The planes landed two, three and five at a time, taxied to one side of the field and were marshalled in neat rows and tied down for the night.

The First Pursuit Group departed on April 28th for Selfridge Field, via Denver, Colorado. The Third Attack Group departed April 29th for Fort Crockett, Texas, and the 2nd Bombardment Group on May 1st for Langley Field, Va.

The San Diego Chamber of Commerce entertained with a dinner and dance at the San Diego Athletic Club on the evening of April 28th in honor of the visiting officers of the Provisional Wing.

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CAUTION TO PILOTS APPROACHING MARCH FIELD

The attention of all pilots is called to the fact that a Landing Mat, 500 feet by 1,600 feet, is being constructed 800 feet in front of the line of hangars at March Field, Riverside, Calif. Construction is due for completion on June 29, 1930.

An Air Corps circular cautions pilots not to land on this Mat during the process of construction.

ENLISTED MEN APPOINTED FLYING CADETS

A total of 33 enlisted men, 31 from the Air Corps and two from other branches of the service, were recently appointed Flying Cadets and are now under orders to commence their flying training on July 1st next. Of these 33 enlisted men, 23 will take their training at the Air Corps Primary Flying School at Brooks Field, San Antonio, Texas, and the remaining ten at the Primary Flying School at March Field, Riverside, Calif.

All but two of the above candidates are members of the Army Air Corps, the exceptions being Privates Edgar B. Franklin, 3rd Cavalry, Fort Myer, Va., and Norman K. Dixon, 2nd Medical Regiment, Fort Sam Houston, Texas, both of whom will go to Brooks Field.

The enlisted men slated to go to Brooks Field are as follows:

Private	Wade M. Miles	5th Observation Squadron	Mitchel Field, N.Y.
"	Cecil W? Odell	99th " "	" " "
"	Victor R. Mumma, Jr.	19th Airship Company	Langley Field, Va.
"	Herbert G. Robinson	A.C. Tactical School	" " "
"	Claude B. White	" " "	" " "
"	Charles H. Pursley	22nd Observation Squadron	Maxwell Field, Ala.
"	Wayne Bone	51st School Squadron	Brooks Field, Texas.
"	John H. Burton	11th School Group Hqrs.	" " "
"	Francis W. Davis	11th " " "	" " "
"	J. James Deeg	20th Photo Section	" " "
Pvt.1/Cl	J.W. McLaurin	11th School Group Hqrs.	" " "
Private	Bynum D. Orr	62nd Service Squadron	" " "
"	William E. Waters	62nd " "	" " "
"	Arthur N. Caldwell	90th Attack Squadron	Fort Crockett, Texas.
"	John T. Cox	43rd School Squadron	Kelly Field, Texas.
"	William D. Cross, Jr.	10th School Group Hqrs.	" " "
"	William Dean Harrison	10th " " "	" " "
"	Benedict L. Hogan	10th " " "	" " "
Corporal	Norman M. Jackson	10th " " "	" " "
Private	Alton C. Lewis	40th School Squadron	" " "
"	Joseph Woodall	39th School Squadron	" " "

Enlisted men who will undergo their training at March Field are -

Private	Joseph A. Brier	A. C. Technical School	Chanute Field, Ill.
"	Lewis M. Crawford	" " "	" " "
"	Vincent F. Malmstrom	" " "	" " "
"	Richard J. Aubry	8th Airship Company	Scott Field, Ill.
"	James N. McCormick	17th Pursuit Squadron	Selfridge Field, Mich.
"	William H. Elvins, Jr.	53rd School Squadron	March Field, Calif.
"	Leroy G. Heston	47th " "	" " "
"	Frank Norwood	47th " "	" " "
"	Henry G. Reynolds	53rd " "	" " "

Two enlisted men of the Air Corps will retain their noncommissioned status while undergoing flying training, Master Sergeant Fletcher J. Cox, of France Field, Panama Canal Zone, going to Brooks Field, and Staff Sergeant Opal E. Henderson, of Marshall Field, Kansas, going to March Field.

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MITCHEL FIELD OFFICER WINS DUMBELL TROPHY

According to the News Letter Correspondent, the gilt-edged dumbell, the prize for questionable brilliancy at Mitchel Field, N.Y., has at last claimed an owner, and a just one too, in Lieut. Mulligan.

The Lieutenant was starting out with the "crack" First for gunnery maneuvers at Camp Dix, N.J. He taxied out from the line in formation with the rest of his buddies when he was suddenly and forcibly intercepted by the T in front of the Operations Office. The T being such a small insignificant thing, only about twenty by twenty feet, he should be exonerated for not seeing it but, as he said: "You know how those things can slip under your wing without you seeing them." The only trouble was that this one did not go under, and Mulligan still keeps the dumbell.

The present owner of this questionable trophy will no doubt take keen delight in relinquishing it to one of his comrades who should happen to merit the award sometime in the future.

SKILLFUL PILOTING AVERTS CATASTROPHE

The News Letter Correspondent of the 115th Observation Squadron, California National Guard at Griffith Park, Los Angeles, Calif., reports that Lieut. Stone, Air Corps, of Rockwell Field, recently gave a hair-raising exhibition of quick thinking and expert piloting, thereby saving the lives of a pilot and a mechanic and preserving for future use a valuable piece of property in the form of one airplane, Douglas Transport and a couple of Liberty motors.

Ferrying a spare motor, parts and other materiel from Rockwell Field to Mather Field during the recent maneuvers at the latter place, Lieut. Stone put into Griffith Park for gas. Taking off at the end of the runway and over the Municipal Golf Links which was dotted with players, the motor cut out a couple of banks at an altitude of something approaching zero.

With golfers on all sides, Lieut. Stone somehow wished his plane into a right turn, out of sight and into some low hills. While the spectators held everything, awaiting the crash, and the personnel of the field did likewise, Lieut. Stone sailed serenely under some wires back onto the end of the field and taxied to the hangar on 2½ cylinders. The damage done was a mere valve spring or two and a cracked cam shaft housing. Repairs were made at the field and Lieut. Stone resumed his mission the next day.

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ARMY AIRMEN IN HAWAII PARTICIPATE IN MANEUVERS

Twenty-seven Army planes were recently flown to Molokai in connection with Air Corps joint training operations between Bombardment units at Luke Field and Putsuit units at Wheeler Field. The mission was one of several being made to solve rendezvous problems in speed of pursuit and bombardment planes. The Luke Field flights included 10 DeHavilands, two Keystone Bombers and three Amphibians. On the way to Molokai these planes were joined over the channel by twelve Pursuit planes from Wheeler Field, which had given them a head start of several minutes. Besides their crews, the Luke Field planes carried Infantry and Field Artillery officers assigned to work on joint training with the Air Corps.

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AIR CORPS OFFICERS ASSIGNED TO INDUSTRIAL COLLEGE

Special Orders of the War Department, recently issued, designated the following-named Air Corps officers as students at the Army Industrial College, Washington, D.C., for the 1930-1931 course. They are directed to report to the director of that college between August 18 and August 21, 1930:

Captain Philip Schneeberger, Chanute Field, Illinois.
1st Lieut. Robert S. Heald, Air Corps Technical School, Chanute Field, Ill.
1st Lieut. Norman D. Brophy, Langley Field, Va.
1st Lieut. Donald R. Goodrich, A.C. Procurement District, Buffalo, N.Y.
1st Lieut. Clarence H. Welch, Bolling Field, D.C.

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CORPS AREA COMMANDER PLEASED WITH INSPECTION OF SCOTT FIELD

Major-General Frank Parker, U.S. Army, Commanding the Sixth Corps Area, recently made an inspection of Scott Field, Belleville, Ill., and shortly thereafter addressed a letter to the Commanding Officer of this post, Lieut.-Col. John A. Paegelow, Air Corps, stating:

"The excellent appearance of your troops and post at my recent inspection clearly indicated a highly satisfactory state of efficiency and discipline which reflects credit not only upon you but also upon the other officers and the enlisted men of your command. The utilities of the post are efficiently and economically administered.

For the above conditions I wish to commend you and through you the other members of your command."

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ROCKWELL FIELD PILOTS STAGE FLYING EXHIBITION FOR CONVENTION

For the entertainment of delegates to the Building and Loan Convention at Coronado, Calif., 18 Pursuit planes and six Curtiss Condor Bombers from Rockwell Field staged an aerial review on May 23rd. The planes swept overhead in striking formation, led by Lieut. Howard, Commanding Officer of the 11th Bombardment Squadron, and co-inventor of the radio communication system used for the interchange of signals between planes. Following a half hour of formation flying, two Pursuit planes took the air, the pilots staging an exhibition of aerial acrobatics, taking the form of a typical "dog fight" over the heads of the spectators.

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VALUABLE INFORMATION FOR THOSE INTERESTED IN AVIATION

Those desiring to brush up their knowledge on various phases of aeronautics may be interested to learn that the War Department has issued quite a number of interesting pamphlets on heavier-than-air and lighter-than-air aviation. These pamphlets may be obtained at nominal cost from the Superintendent of Documents, Government Printing Office, Washington, D.C.

Among these pamphlets the following are listed, viz:

		PRICE
TRAINING REGULATIONS		
440-15	Fundamental Principles for the Employment of the Air Service	.05
440-40	Aerial Gunnery and Bombing	.10
440-275	The Airship Pilot	.05
440-300	Theory of Ballooning	.05
TECHNICAL REGULATIONS		
1170- 50	Aircraft Instruments	.25
1170- 65	The Airplane	.20
1170- 75	Airdrome Equipment	.05
1170-205	Theory of Flight (Heavier-than-Air)	.15
1170-215	Balloons and Accessories	.15
1170-250	The Nonrigid Airship	.15
1170-265	Balloon and Airship Hangars	.10
1170-290	Airship Aerodynamics	.15
1170-295	Aerostatics	.15
TRAINING MANUALS		
2170- 5	Aerial Photography	.55
2170- 6	Basic Photography	1.00
2170-35	Identification of Aircraft	.35
2170-45	Airship Coxswain	.05
2170-72	The Parachute Rigger	.05

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DEDICATION OF HATBOX FIELD

A flight of the 430th Pursuit Squadron (Reserve) made a journey from Richards Field, Kansas City, Mo., to Muskogee, Okla., to participate in the dedication ceremonies of Hatbox Field, the new municipal airport at Muskogee.

The flight was under the command of Captain William B. Wright, Commanding Officer at Richards Field, flying a Curtiss O-11, accompanied by Major John P. Beeson, medical officer at Richards Field. Lieut. Henry G. Stahl, Reserve, flying a Douglas O2-C, and accompanied by Master Sergeant James E. McKesson, acted as aid to Captain Wright.

The following Reserve officers participated: Captains Manvel H. Davis and John W. Ransom, 1st Lieuts. Francis J. Bassing, David R. Boylan, John M. Cross, Roy C. Farrell, Wofford E. Lewis, 2nd Lieuts. Alfred D. Hillman, Burt E.Lawrence, Ben. A. Sweeny, Homer L. Bredouw, also B.A. Babb of the enlisted air reserve. This Reserve personnel utilized six PT-1 planes.

The flight left Richards Field at 9:30 a.m., May 26th, and arrived at the Municipal Field at Chanute, Kansas, at 11:35 a.m. After the planes were refueled and the personnel partook of lunch, the airmen left Chanute at 1:05 p.m., and arrived at Hatbox Field, Muskogee, Okla., at 3:20 p.m. The total airline distance of 230 miles was covered in a flying time of 4 hours and 20 minutes.

On the return trip the flight left Muskogee at 10:15 a.m., May 27th, arrived at Chanute, Kansas, for lunch and servicing of planes at 12:00 noon; left Chanute at 1:25 p.m., and arrived at Richards Field at 2:50 p.m., the total flying time being 3 hours and 10 minutes.

On both trips the weather conditions were good. Going to Muskogee the planes had to buck an 18-mile per hour headwind, but on the return trip the flyers were favored with a 15-mile tail wind.

Under operations orders issued by the Commanding Officer, the PT's were divided into two flights of three planes each. Loose formation was permitted on the way, with closing up into tight formation upon approaching landing fields.

The pilots alternated control on each leg of the trip, and likewise the planes alternated in position in formation on each leg, so that each pilot had practice as flight leader part of the time, and flying experience during half of the trip and observation experience during the other half.

At Muskogee the men received the best of treatment. Upon registering at the field, each one was given a room at the Hotel Severns and meal tickets. Each one was also invited to the party given for the visitors at the Country Club, where there was dancing and other entertainment.

The flight was a great success, both in flying experience and enjoyment. There were no forced landings, and the only casualties suffered were a few sunburnt noses.

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CLEVELAND AIRPORT HAS MANY AERIAL VISITORS

During the month of May, a number of interesting visitors stopped at the hangar of the 37th Division Air Service on the Cleveland Airport. Among these were Captain Ira C. Eaker, of Bolling Field, in a Lockheed, with General Fechet, Chief of the Air Corps, and General Brown as passengers; Lieut. Albert F. Hegenberger from Wright Field, with Major B.F. Mitchell as passenger; Lieut. R. Scott, of Chanute Field, in a P-1; Lieut. W.I. McCormack of Wright Field in a P-1; Major Sumpter Smith, Commanding Officer of the 106th Observation Squadron at Birmingham, Alabama, in an O-2; Lieut. John M. Donaldson of the same Squadron in an O-11; Lieut. Vincent Meloy, of the Militia Bureau, Washington, D.C., in an O-2; Captain R.G. Breen, of Wright Field, accompanied by four staff officers of the Fifth Corps Area, in a Fokker C-7-A; Lieuts. J.J. O'Connell, John J. Nedwed and Robert D. Johnston, of the 3rd Attack Group at Fort Crockett, Texas; Major H.E. Johnson, of the 43rd Division Air Service at Hartford, Conn., in a PT-1; Lieut. W.W. Welch, of Kelly Field, in an Attack ship; Lieut. F.O. Carroll of Wright Field and Major Hale, of Bolling Field, in an LB-6 Bomber.

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BALLOON RACE TO START INDEPENDENCE DAY

Three teams have been selected by the Chief of the Air Corps to represent the Army in the National Elimination Balloon Race, originally scheduled to start from Houston, Texas, on June 10th, but subsequently changed to July 4th.

These three teams are enumerated below, as follows:

Lieut. Walter D. Buie, Air Corps (pilot) of Langley Field, Va., and Lieut. John P. Kidwell, Air Corps (aide) of Scott Field, Belleville, Ill.

Captain Karl S. Axtater, Air Corps (pilot) of Wright Field, Dayton, Ohio, and Lieut. Ralph E. Holmes (aide) of Fort Sill, Oklahoma.

Lieut. William R. Turnbull, Air Corps (pilot) and Lieut. Courtland M. Brown, Air Corps (aide) both stationed at Scott Field, Belleville, Ill.

The Operations Officer for the Army Air Corps teams is Lieut. Haynie McCormick, who is stationed at Fort Sill, Oklahoma.

A total of fifteen teams will participate in this annual free balloon competition, the other twelve participants being three teams from the Navy and nine civilian teams.

The teams finishing in one, two, three order in this race will represent the United States in the International Balloon Race which will start from Cleveland, Ohio, on September 1st next.

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Enlisted men of the Ohio National Guard have formed the 37th Division Aero Club and are perfecting plans for learning to fly. It has not been decided whether the Club will buy an airplane or will contract for their flying time with a neighboring school.

JULY CLASS FOR PRIMARY FLYING SCHOOLS SELECTED

A total of 236 civilian and enlisted candidates were selected by the Chief of the Air Corps to undergo flying training at the two Primary Flying Schools of the Air Corps, commencing July 1st next. Of this number, 91 civilian and 23 enlisted candidates will go to the Primary Flying School at Brooks Field, San Antonio, Texas, and 112 civilian and 10 enlisted candidates to the one at March Field, Riverside, Calif.

The selection of the members of this class was made in accordance with the policy adopted by the War Department governing the appointment of qualified candidates as Flying Cadets, in accordance therewith preference was given, first, to 31 enlisted men of the Air Corps who have served at least six months; second, to two enlisted men of the other branches of the service of similar minimum length of service; third, to 17 officers and enlisted men of the National Guard who have served with Air Corps units for at least six months; fourth, to ten college graduates who are graduates of Air Corps Reserve Officers' Training Corps Units; fifth, to 83 college graduates who are graduates of Reserve Officers Training Corps Units of other branches of the military service; sixth, to 47 other officers and enlisted men of the National Guard of at least six months' service; and, seventh, to 46 graduates of recognized colleges and universities.

Among the candidates making up the July class, more of them hail from the State of California than from any other State in the Union. With 23 candidates, California led Texas, her nearest competitor, by two. Los Angeles led the cities with seven successful candidates, followed by Chicago and San Antonio with six each, and Charleston, S.C., with five.

Students who successfully complete the eight months' intensive course of training at the Primary Flying School are sent to the Advanced Flying at Kelly Field, San Antonio, Texas, for a four months' advanced course, following the completion of which they are given their "wings," rated as Airplane Pilots, and those not holding commissions are appointed 2nd Lieutenants in the Air Corps Reserve.

The names of the successful enlisted candidates in the July class are given elsewhere in this issue. The civilian candidates are enumerated below, viz:

CIVILIAN CANDIDATES TO GO TO BROOKS FIELD, TEXAS.

James R. Reed	Auburn, Ala.	H. Edward Wheeler	College Park, Md.
George P. Boozer	Birmingham, Ala.	Louis N.Citzinger	Boston, Mass.
Wm. C. McDonald,Jr.	"	Horace L.Dunkle,Jr.	"
Edwin R. Jones	Childersburg,Ala.	Winslow A. Collins	Springfield, Mass.
Roy J. Akin	Notasulga, Ala.	Joseph deMarco,Jr.	Worcester, Mass.
Edgar Ross Camp	Tuscaloosa, Ala.	Hal A. Moore	A.& M. College,Miss.
Hudmon S. Langley	"	Frank P. Smith	Clarksdale, Miss.
Thomas C. Salter	"	George R. Pepper	Clinton, Miss.
John Ross Spencer	University, Ala.	George A.Hersan,Jr.	Hanover, N.H.
Walter E. Womble,Jr.	Fort Smith, Ark.	Railford F. McMillan	Bayonne, N.J.
Richard C. Hughes	Washington, D.C.	Harry W. Harrison	Paterson, N.J.
Jack D. Magee	"	Maynard Pilling	Burke, N.Y.
Remo J. Prosperi	"	Robert O. Hereford	New York City, N.Y.
Richard E. Ziegler	"	Jerra Wilcox	Canute, Okla.
Norman R. Hueston	S.Wellington,Conn.	Joseph D. Findley,Jr.	Altoona, Pa.
Joe C. Goldsby	Gainesville, Fla.	Edward M. Hinton	Drexel Hill, Pa.
Richard Crabbs	Orlando, Fla.	John L. Nissley	Elizabethtown,Pa.
Frank Nash	Decatur, Ga.	Alfred B. Bennett	Philadelphia, Pa.
Louis C. Crouch	Athens, Ga.	Frank J. Prime	"
Harry W. Gorman	"	S. Wallace Fishbein	Pittsburgh, Pa.
Edgar C. Walthall	Atlanta, Ga.	Wm. R. Galligan, Jr.	State College,Pa.
James A.Abercrombie	Dahlonega, Ga.	Christian K. Ebersole	" "
Edward G. Nabell,Jr.	East Point, Ga.	Lawrence S. Semans	Uniontown, Pa.
Henry T. Myers	Tifton, Ga.	George R. Champlin	Kingston, R.I.
Roy Lilley	Baton Rouge,La.	C. Wesley Schott	Providence, R.I.
Thomas B. Mixon	Lafayette, La.	Cecil C. Foxworth	Charleston, S.C.
Troy W. Crawford	Mangham, La.	Julian W. Hall	"
Arthur D.Parker,Jr.	New Orleans,La.	Osgood A. Hamlin	"
A.Lester Chilman	Bar Harbor, Me.	Howard R. Jordan	"
William F. Day,Jr.	Ogunquit, Me.	Joe M. Sutherland	"
Joseph A. Kunkel	Baltimore, Md.	Robert S. Crawford	Chester, S.C.
Alva V.R. Marsh	"	James W. Milam,Jr.	Clinton, S.C.

A. G. Thornton	Clinton, S.C.	Hayward A. Moncrief	Kosse, Texas.
Louis R. Williamson	"	C. D. O'Brien	Port Arthur, Texas
Walter C. Guy	Greenville, S.C.	Patrick E. Barnett, Jr.	San Antonio, Texas
James R. Williams	Chattanooga, Tenn.	Charles H. Bertrand	"
John J. McCoy	Memphis, Tenn.	Howard C. Denison	"
Sartain Lanier	Nashville, Tenn.	Edward A. Garagnon	"
Jas. M. DeBardelehon	College Sta. Texas	Richard A. Saug	"
Karl C. Miller	" " "	Owen Burke Yung	"
Tim Roberson	" " "	J.T. Richardson, Jr.	Wink, Texas
Percy Larkin	Dallas, Texas.	Ethan N. Scott	Randolph, Vt.
Claude B. Northup, Jr.	"	Norman R. Borden, Jr.	Woodstock, Va.
Edward Blount Tucker	"	Isidor Goldman	Alexandria, Va.
Matt Martin Gouger	Fort Worth, Texas	Robert C. Lybrook	Blacksburg, Va.
Benj. F. Thompson	Houston, Texas.		

CIVILIAN CANDIDATES TO GO TO MARCH FIELD, CALIF.

Herbert C. Chambers, Jr.	Tucson, Arizona	Robert V. Dunn	W. Lafayette, Ind.
John E. Muhn	Altadena, Calif.	Ralph S. Johnson	" " "
Earl M. Jorgensen	Berkeley, Calif.	Thomas B. Case	Boone, Iowa.
Earl F. McIntyre	"	Lacey Edwin Gee	Iowa City, Iowa.
George C. Moore	Coalinga, Calif.	Russell J. Smith	Traer, Iowa.
William Lewis, Jr.	Glendale, Calif.	Forrest B. Alspach	Wilsey, Kansas
Homer D. Bernard	Los Angeles, Calif.	Roscoe T. Nichols	Manhattan, Kansas
Robert S. Angle	"	Evan W. Chatfield	Dunleary, Ky.
H. Donald Gordon	"	Mortimer H. Benton, Jr.	Lexington, Ky.
Ben G. Holloway	"	Robert L. Young	Ann Arbor, Mich.
Leslie Raybold	"	Chas. J. McDowall	Detroit, Mich.
Edward Bierer	Oakland, Calif.	Francis W. Ralston	"
Herbert H. Deardoff	Pasadena, Calif.	Roy O. Ralston	"
John W. Towler	"	Wm. B. Brooks	Orchard Lake, Mich.
Earl T. Massey	Pacific Beach	Ralph M. Bentley	Owosso, Mich.
Seymour Tucker	Redlands, Calif.	Vernon H. Donaldson	Pontiac, Mich.
John O. Zahn	San Diego, Calif.	Lester C. Halton	Minneapolis, Minn.
Harry Heyn	San Francisco	Valtor F. Lund	"
George W. Werner	San Pedro, Calif.	Martin J. Fuerst	St. Paul, Minn.
Hewitt F. Mitchell	Stamford Univ.	Carl A. Gerlicher	Winona, Minn.
Richard C. Regel	Colorado Spgs. Col.	Erwin A. Schmidt	Cape Girardeau, Mo.
Robert J. Boot	Denver, Colo.	Charles A. Dixon	Columbia, Mo.
Glenn E. Sinclair	"	Victor Dosing	Flat River, Mo.
Randall P. Yates	Fort Collins, Col.	Reginald L. Saunders	Kansas City, Mo.
George A. Smeltzer	Holly, Col.	Walden C. Winston	Knob Noster, Mo.
Lowell L. Howe	Moscow, Idaho.	Donald O. Baker	St. Louis, Mo.
Frank P. Hanafin, Jr.	Champaign, Ill.	Charles W. Clark	"
Edw. T. Schwendemann	"	Gilbert Hazel	University City, Mo.
Louis Russell Black	Chicago, Ill.	Lee S. White	Tipton, Mo.
Graeme S. Bond	"	Frank J. Havelick, Jr.	Billings, Mont.
Herbert W. Hulsman	"	Aubrey S. Hurren	Lincoln, Neb.
J. Melvin Kernan	"	Robert C. Majors	Peru, Neb.
Lester M. Marriner	"	Frank E. Wittenberg	Tonopah, Nevada
W. Harold Thompson	"	James C. Baldwin	Socorro, N.M.
Ronald C. McLaughlin	Evanston, Ill.	Emil J. Bach	Dayton, Ohio.
Harry A. Ruhe	Galesburg, Ill.	Joseph B. Donnelly	Cincinnati, O.
Bernard Weis	Highland Pk, Ill.	Lloyd W. Grant	"
Elwood J. Dempsey	Kankakee, Ill.	Joseph H. Hart, Jr.	"
J.F. Ebbert	Oak Park, Ill.	Robert J.M. Williams	"
Benton W. Davis	St. Charles, Ill.	John H. Stewart	Cleveland, O.
Chester O. Miller	Connersville, Ind.	Alfred F. Tucker	"
John F. Biggerstaff	Greencastle, Ind.	Fred'k Von Voigtlander	"
Lorin A. Greene, Jr.	Indianapolis, Ind.	George N. Pardonner	Columbus, O.
Arthur Queisser	"	James F. Stephan	"
Richard C. Sperry	"	Elbert H. Schlanser	Norwood, O.
Richard J. Schalliel	Lafayette, Ind.	Maurice W. Wiley	Edgerton, O.

MARCH FIELD STUDENTS (Continued).

Jerra Wilcox	Canute, Okla.	Carl Swyter,	Brookings, S.D.
Jack M. Malone	Duant, Okla.	Harold B. Goodell	Rapid City, S.D.
Donovan L.Campbell	Oklahoma City,Okla.	Robert W. Coons	Aberdeen, Wash.
Vernon E. Cook	"	Richard A. Huff	Seattle, Wash.
Harry F. Taylor	"	F. K. Robertson	"
William R. Jost	Eugene, Oregon	Diehl M. Snyder	Appleton, Wis.
Robert W. Pollock	Portland, Oregon	Laurence F. Motl	Milwaukee, Wid.
Wistar Rosenberg	"	Daniel F. Ritchie	West Allis, Wis.
George L.Thomson	Hood River,Ore.	Harold F.Thatcher	Laramie, Wyoming
Boyd A. Sandert	Brookings, S.D.		

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INDIANA NATIONAL GUARD AIR MEN COMMENDED FOR RELIEF WORK

According to the News Letter Correspondent, the men of the 113th Observation Squadron, Indiana National Guard, seem all puffed up these days, and they have a very good reason. The Commanding Officer of the Squadron just received a letter from the Chief of the Militia Bureau, commending the organization on the flood relief work done during the Wabash flood in January. The letter from General Wm. G. Everson is as follows:

"It is highly gratifying to the Militia Bureau to receive information of the highly meritorious performance of hazardous duty by the 38th Division Aviation in connection with the recent flood relief work in the flood regions of the Wabash Valley.

The commissioned and enlisted personnel of the 38th Division Aviation are congratulated and commended for their resourcefulness, zeal and efficiency and for their high degree of cooperation with both military and civilian organizations similarly engaged.

The flood relief work so well performed is a concrete example of the valuable aid such an organization may render to local and State authorities in an emergency."

Other letters of commendation were received from the Commanding General of the Fifth Corps Area, the Commanding General of the 38th Division, the Adjutant General of Indiana, American Red Cross National Headquarters and the American Legion.

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PERSONNEL CHANGES AT MARCH FIELD

March Field, Riverside Calif., is gradually losing its old-timers. Sailing on the Transport for New York from San Francisco on May 25th were Captain Idwal H. Edwards, former Commanding Officer of the 53rd School Squadron, who is to report to Langley Field, Va., as a student at the Air Corps Tactical School; 1st Lieut. Kenneth Garrett, who reports to Fort Benjamin Harrison, Ind., as instructor of the Organized Reserves; 1st Lieut. Ray L. Owens, for three years Post Adjutant, reports to the Office of the Chief of the Air Corps for duty; 1st Lieut. James M. Bevans, former Commanding Officer of the Flying Cadet Detachment, who reports for duty in the Panama Department.

Leaving for the Philippine Islands on the May 29th Transport were Captain Aubrey Hornsby, 1st Lieut. Fred C. Nelson, former Primary Stage Commander, and 1st Lieut. Wilfred H. Hardy.

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CONTACT COURSES ESTABLISHED IN HAWAIIAN DEPT.

In order that officers of the Air Corps and those of the ground arms may have the opportunity of establishing that sound mutual understanding which leads to intelligent intelligent cooperation, contact courses were estanlished in the Hawaiian Department. Air Corps officers are to be attached to units of Infantry and Artillery for brief training periods and, similarly, officers of the ground services to the Air Corps. In accordance with the establishment of this training course, the following officers of the Hawaiian Division were ordered to temporary duty with the Fifth Composite Group, Air Corps, at Luke Field, T.H., for a period of two weeks: Captain Ashley S. LeGette, 21st Infantry; 1st Lieut. Charles H. Hart, Jr., 35th Infantry; 2nd Lieuts. Franklin L. Lichtenfels, Hq. and

Mil. Police Co.; John E. Perman, 11th Field Artillery; John A. McFarland, 13th Field Artillery; John D. Hawkins, 27th Infantry; John P. Kaylor, 19th Infantry; Forester H. Sinclair, 8th Field Artillery; George F. Pierce, 64th Coast Artillery; Arthur Roth, Hqrs. Hawaiian Dept. C.A. Brigade.

The following Air Corps officers were ordered to ground arms units:

Captain Raymond E. O'Neill, 4th Obs. Squadron; Lieut. James F.J. Early, 4th Obs. Squadron and Lieut. Edgar R. Todd, 72nd Bombardment Squadron, all of Luke Field, T.H.

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CONSTRUCTION WORK AT MITCHEL FIELD

Upon the completion of the new barracks, the building program at Mitchel Field, N.Y., is being carried on with the construction of new quarters for non-commissioned officers. The plans call for eight double sets and the date of completion is designated as November 15, 1930.

These new quarters will be the first structures to greet one's eyes on entering the post, as they are being constructed on the very edge of the field facing the highway. These houses will materially add to the improvement of the post.

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OLD PHOTOGRAPHS AVAILABLE

Former Air Corps officers and men, and this includes Flying Cadets, who are wondering how that "old gang of mine" looked during the days of the late war, may have a chance to satisfy this longing if they are in any of the groups listed below and write early enough for the information.

The News Letter Editor has several old photographs taken during the war. The originals have been filed away for reference, but a number of extra copies are available for distribution, viz:

No. Copies	Date taken	Group
1	Dec.19,1917	S.M.A. at University of Calif. Entire student body.
2	May 1918	Aviation Mechanics Training School at St. Paul, Minn. Enlisted personnel and detachment commanders.
1	May 29,1918	200th Aero Squadron personnel, St. Paul, Minn.
1	May 29,1918	201st Aero Squadron personnel, St. Paul, Minn.
1	1920	Personnel Air Service Mechanics School, Kelly Field.
1	May 30, 1918	Test Squadron Personnel, A.M.T.S., St. Paul, Minn.
2	Not Dated	S.M.A. at Austin, Texas. Instructors, with roster.
1	July 3,1918	S.M.A. at Cornell Univ., Squadron L, Class of July 6, 1918, with roster.
1	Nov.19,1917	S.M.A. at Cornell University. Instructors.

Any member of one of the above groups will be sent a copy of the photograph in question by writing to the Editor of the Air Corps News Letter, Office Chief of the Air Corps, War Department, Washington, D.C. The first one writing in receives the copy.

In connection with the above, it might be well to state at this time that the editor of this publication is always glad to receive notes and articles from former members of the Air Corps. Up to this time, members of the Reserve Corps have been peculiarly silent. Many of them are at present actively engaged or dabbling in aviation. Many have unusual experiences hinging on their previous service and their present occupation and are qualified to write as authorities on some phase of aviation. We would be pleased to hear from them all.

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MITCHEL FIELD PILOTS AID CUPID

Within the last two weeks on two separate occasions officers from other branches of the service have taken that fatal leap at New London, Conn., and each time there has been a great demand for best men and ushers from Mitchel Field. The desired personnel has been whisked across the Sound in nothing flat. The natives of the town and countryside have ceased to look up when a Falcon emits a yowl up above, merely heaving sighs and saying: "Just another wedding."

MORE CANDIDATES INITIATED INTO THE CATERPILLAR CLUB

The number of emergency parachute jumps made in this country recently passed the 250 mark. From the rate at which initiations into the Caterpillar Club has been going on of late it seems that it will not be long before the 300 mark will be reached.

In the last issue of the News Letter it was stated that the membership of the Club was 235, with 236 as the total number of emergency jumps recorded. Right now the Caterpillar Club membership list shows 239 names, with 251 jumps. The latest airman to join the ranks of the second degree members is Samuel J. Samson, Air Mail Pilot, whose second jump occurred on May 24th while flying over Bedford, 12 miles southeast of Cleveland, Ohio. "Sammy" encountered motor trouble and, after staying aboard to the last possible minute tossing the mail over the side, he left himself scant time to leap to safety. As he neared the ground his parachute was grazed by a high tension wire. Samson's first jump was made over a year ago (March 22, 1929) while flying the Air Mail over Lansing, Indiana.

At the close of last year the Caterpillar Club roster showed 207 names. Caterpillar No. 208 was the first candidate initiated into the Club in 1930, and he was followed by 31 others up to and including May 30th.

As has been mentioned in the News Letter on a number of previous occasions, it is a rather difficult proposition to keep an accurate check on all emergency jumps made. It is by no means certain whether the Caterpillar Club roster maintained in the Information Division, Office of the Chief of the Air Corps, is complete, since newspapers are about the only source of information on jumps made by civilian flyers. Nowadays press reports on emergency jumps are very meager. Some newspapers do not even carry such items, which goes to prove an old adage which, couched in modern language, may be quoted as "Too much is plenty."

Below is a list of names of persons who have made emergency jumps since the first of the year, viz:

No. on Roster	Date	Name	Rank	Place of Jump.
208	Jan. 6	William C. Mills	2nd Lt. A.C. Reserve	Galveston, Texas.
209	Jan. 6	Lindsey L. Braxton	Staff Sgt. Air Corps	Galveston, Texas.
210	Jan. 7	George Law	Civilian	San Juan Pubelo, N.M.
211	Feb. 6	Almon S. Farrar	Staff Sgt. Air Corps	Dodd Field, Texas.
212	Feb. 18	Clifford March	Air Mail Pilot	Flint, Mich.
213	March 6	Joseph A. Bulger	2nd Lt. Air Corps	Near Sparta, Mo.
214	March 11	F.M. Hopkins, Jr.	1st Lt. Air Corps	Chase, Md.
215	March 11	Archie D. Cook	Private, Air Corps	Chase, Md.
216	March 25	Verne E. Treat	Air Mail Pilot	Antietam, Md.
217	March 26	Stephen R. Shores	Civilian	Glendale, Calif.
218	March 27	Penny Rogers	Civilian	Wichita, Kansas.
219	March 30	Mildred Kauffman	Civilian	Buffalo, N.Y.
190	March 30	Harry Sievers*	Air Mail Pilot	Warren, Ohio.
220	April 2	James M. Shutt	Civilian	Pittsburgh, Pa.
221	April 5	H.C. Hartung	Civilian	Detroit, Mich.
222	April 10	Frank I. Spangler	Flying Cadet	March Field, Calif.
223	April 12	William F. Dohrman	Civilian	San Francisco, Calif.
224	April 12	Henry Michaels	Civilian	San Francisco, Calif.
225	April 22	Irvin A. Woodring	2nd Lt. Air Corps	Mather Field, Calif.
226	April 26	Henry J. Brown	Air Mail Pilot	Olanda, Calif.
227	May 2	W. L. Green	Corporal, Air Corps	Fresno, Calif.
228	May 2	C. A. Davis	Sergeant, Air Corps	Fresno, Calif.
229	May 2	Tony Wasilevich	Private, Air Corps	Fresno, Calif.
230	May 2	Roy Stokes	Private, Air Corps	Fresno, Calif.
231	May 2	John Koziak	Private, Air Corps	Fresno, Calif.
232	May 2	John Lockwood	Private, Air Corps	Fresno, Calif.
233	May 15	Tallmadge L. Boyd	Lieut. A.C. Reserve	Hawaiian Waters
234	May 15	H. Alexander	Staff Sgt. Air Corps	Hawaiian Waters
235	May 15	H. L. Cowan	Private, Air Corps	Hawaiian Waters
236	May 19	John D. Kreyssler	Flying Cadet, A.C.	San Antonio, Texas
237	May 19	A. S. Merrifield	Flying Cadet	San Antonio, Texas
129	May 24	Samuel J. Samson*	Air Mail Pilot	Bedford, Ohio.
238	May 27	E. F. Keissig	Flying Cadet, A.C.	Texon, Texas.
239	May 30	Lloyd Edmund Hunt	Flying Cadet, A.C.	Tipton, Oklahoma.

* Second degree members.

Readers of the News Letter will confer a favor upon the editor by sending in the names of such persons who have made emergency parachute jumps this year and who are not mentioned in the above tabulation, giving the date of such jumps and a brief account of the circumstances surrounding same.

Several reports were lately received, giving the details on a few of the recent emergency jumps, and these are quoted below, as follows:

JOHN D. KREYSSLER, Flying Cadet, Air Corps, was practicing aerial combat with Cadet A.S. Merrifield, while flying in a Pursuit ship, type P1-D, on May 19th, at about 11:05 a.m., approximately 16 miles West-North-West of Kelly Field, Texas.

"We each turned toward the other," Cadet Kreyssler stated, "and struck nearly head on, not having room to again turn away. The ship was not under control but was spinning down when I jumped, using an Irvin service seat type parachute. Upon the impact of the two ships, I was stunned so badly that I have no remembrance of the speed of the ship, how I left or how I pulled the rip cord or how far I fell before the parachute opened. All my actions were due to my subconscious mind. I have a vague remembrance of realizing I had been hit and a whipping motion of my ship. I believe I felt it four times, and I have a faint remembrance of releasing the safety belt on the first attempt and trying to stand up in the cockpit. After a couple of attempts, I managed to stand part way up. Everything seemed still with no pitching motion and next I was conscious of was that I was reaching with my left hand for the rip cord.

It was some time before I felt the parachute open and I have no remembrance of changing hands or pulling the cord, and as I felt the parachute open I glanced slightly over my left shoulder and was impressed with the fact that Cadet A.S. Merrifield's parachute was open some distance above me. I relaxed and became completely unconscious and have no remembrance whatsoever of gliding to earth. I have only a very faint remembrance of landing and falling to the ground, face down, in the direction the parachute dropped. There was a four-mile surface wind, so I was not dragged. The weather was excellent.

My ankles pained me terribly, and when I first attempted to stand up I fell over again. After lying there some time, I again arose and started walking around the parachute, still stunned but regaining consciousness. I have no knowledge of when I freed myself from the harness and I was still pacing around the parachute when Mr. Hoffman found me. He took me to his wagon and went to find Cadet Merrifield, and upon returning with him we went to his home where we reported ourselves to the Operations Officer at Kelly Field. I received a slightly sprained ankle from the landing."

AUSTIN S. MERRIFIELD, Flying Cadet, Air Corps, was practicing aerial acrobatics with Cadet J. D. Kreyssler in a P-1 plane at an altitude of 4500 feet about 16 miles northeast of Kelly Field at 11:05 a.m. May 19th.

"I was approaching the other plane in a head on manner at a little below its level, the engine turning about 2,000 r.p.m., and an air speed of about 125 m.p.h.," Cadet Merrifield stated. "To avoid collision I banked left. The other pilot subsequently stated that I was in his 'blind spot' and that he thought it best to dive away. A collision of the right wings of the planes ensued, throwing my plane into a power spin instantly. Finding that thrusting stick all the way forward had no effect on the spin, I leaped from the plane from a standing position. When quite clear of the plane I pulled the rip cord. The Irving seat type parachute opened immediately and I watched my plane spin to the ground and crash in the mesquite.

I landed about 600 yards from the plane in a mesquite tree. Very little sensation of falling was experienced. After the parachute opened there was rather feeling of ease. No physical injury was sustained.

LLOYD EDMUND HUNT, Flying Cadet, Air Corps, with Cadet Harold John Fahring, both students at the Advanced Flying School, Kelly Field, Texas, were flying in an O2-A airplane on a cross-country training mission on the morning of May 30th. While three miles south of Tipton, Oklahoma, the control stick was caught in the wires leading from the radio control box, causing the airplane to fall in a spin from 1,000 feet altitude. Cadet Hunt cleared the airplane with his parachute and landed on the ground without injury. Unfortunately, Cadet Fahring's parachute became entangled in the tail group of the plane after he left it and was carried down in the crash.

Changes of Station:

Major Fred H. Coleman, Aberdeen Proving Ground, Md., to Materiel Division, Wright Field, Dayton, Ohio, effective July 10th.

Major John N. Reynolds, Langley Field, to Aberdeen Proving Ground, Md.

Major Walter G. Kilner, Langley Field, to Office Chief of Air Corps.

Brigadier-General Frank P. Lahm relieved from command of Air Corps Training Center, Duncan Field, Texas, July 16, to proceed to San Francisco, Calif., for duty at Headquarters, 9th Corps Area.

Major Lloyd N. Keesling from Fitzsimons General Hospital, Denver, Colo., to March Field, Calif.

Captain Hubert V. Hopkins, upon completion present course of instruction at Massachusetts Institute of Technology, Cambridge, Mass., to Office Chief of the Air Corps.

Captain Charles B.B. Bubb relieved from Office Chief of the Air Corps, about August 18, and upon completion of temporary duty to which assigned, to proceed not later than June 7, 1931, to Fort Leavenworth, Kansas, reporting to the Commandant of Command and General Staff School for duty.

Following-named officers to proceed to Philippines for duty: Captain Joseph H. Davidson and 1st Lieut. John R. Hawkins from March Field; 1st Lieut. Uzal G. Ent, Crissy Field; 1st Lt. Jack Greer, Rockwell Field; 1st Lt. Edward H. White and 2nd Lieut. Otto Wienecke, Kelly Field; 2nd Lieut. Marvin M. Burnside, Brooks Field; 1st Lieut. James S. Stowell, Chanute Field; 2nd Lieut. Allen R. Springer, Edgewood Arsenal, Md.

Upon completion of tour of duty in Philippines, 1st Lieut. Charles W. Steinmetz to Middletown, Pa., Air Depot; 1st Lieuts. Clarence C.Wilson to Mitchel Field; Arthur L. Bump and Bob E. Nowland to Air Corps Training Center, Duncan Field, Texas; James L. Grisham to Rockwell Field; 1st Lieut. John G. Salsman to Primary Flying School, March Field, Calif., for duty as student.

1st Lieut. Albert B. Pitts, Chanute Field, to Sheffield Scientific School, Yale University, for duty as student, about August 1st.

1st Lieuts. John P. Richter, Howard Z. Bogert and Harold H. Carr, Wright Field, to Cambridge, Mass., to take course of instruction at Massachusetts Institute of Technology.

Captain Wm. E. Lynd, Office Chief of Air Corps, to Crissy Field, Calif., sailing from New York City about August 21, 1930.

1st Lieut. Bennett E. Meyers, upon completion of present course of instruction at Army Industrial College, to Materiel Division, Wright Field, Dayton, O.

1st Lieut. James C. Cluck, upon completion present course of instruction at Army Industrial College, to Detroit, Mich., as Air Corps Procurement Planning Representative.

1st Lieut. Samuel C. Eaton, Jr., from duty with 99th Division, Pittsburgh, Pa., to duty with 324th Observation Squadron, Organized Reserves, Rodgers Field, Pittsburgh, Pa.

Assignment of 1st Lieut. Lionel H. Dunlap to Fort Sill, Okla., upon completion of foreign duty tour, amended, and he is ordered to Langley Field, Va.

1st Lieuts. John S. Gullet and James B. Jordan, upon completion of present course of instruction at Army Industrial College, to Bolling Field, D.C., for temporary duty; then to Harvard School of Business of Administration, Cambridge, Mass., about September 15th.

Following-named officers to proceed to Air Corps Training Center, Duncan Field, Texas, not later than June 1, for duty: 2nd Lieuts. Walter R. Agee and Warren H. Higgins, Langley Field, Va.; Donald D. Arnold, Maxwell Field, Ala.; Richard E. Cobb and Homer L. Sanders, Selfridge Field, Mich.; Clarence T. Mower, Mitchel Field, N.Y.

1st Lieut. Delmar H. Dunton, Kelly Field, to Office Chief of Air Corps.

1st Lieut. Fred A. Ingalls, March Field, to Scott Field, Ill.

2nd Lieut. Ralph E. Holmes, March Field, to Fort Sill, Okla., for duty with 1st Balloon Company.

2nd Lieut. William C. Sams, Jr., Kelly Field to Dodd Field, Texas.

Following-named officers, upon completion of temporary duty at Air Corps Training Center, Duncan Field, Texas, to proceed about July 1st to March Field for duty: 2nd Lieuts. Julius T. Flock, Walter W. Gross, Reginald Heber and Robert D. Johnston, Fort Crockett; Neil B. Harding and Fay R. Upthegrove, Selfridge Field, Mich.; George W. McGregor, Maxwell Field, Ala.; Robert E.L. Pirtle and Ronald R. Walker, Marshall Field, Fort Riley, Kansas.

Promotions: 1st Lieut. Auby C. Strickland to Captain, rank from April 16,1930.
2nd Lieut. Howard E. Engler to 1st Lieut., rank from May 10, 1930.
Transferred from Air Corps: 2nd Lt. Rogers A. Gardner to the Cavalry at Fort Myer, Va.
1st Lieut. Leslie F. Young to Field Artillery, Fort Bragg, N.C.
Detailed to the Air Corps: 2nd Lt. Richard D. Wentworth, Field Artillery, to Primary Flying School, Brooks Field, Texas, July 1st, for training.
Relieved from detail to Air Corps: 2nd Lieut. John S. Walker to 18th Field Artillery, Fort Sill, Oklahoma.
2nd Lieut. Charles C.W. Allen to 1st Cavalry Division, Fort Clark, Texas.
2nd Lieut. Logan Clarke to 6th Infantry, Jefferson Barracks, Mo.
2nd Lieut. Arthur K. Noble to Infantry 2nd Division, Fort Sam Houston, Texas.
2nd Lieut. Marshall Stubbs to 17th Infantry, Fort Crook, Neb.
2nd Lieut. John W. Hammond to 6th Infantry, Jefferson Barracks, Mo.
2nd Lieut. David F. Brown to 1st Field Artillery, Fort Sill, Okla.
2nd Lieut. John S. Walker to the 18th Field Artillery, Fort Sill, Okla.
Resignations: 1st Lieut. Charles Reed Evans, 2nd Lieuts. Edward Lapsley Anderson and Charles Frederick Sugg.
Reserve Officers ordered to extended active duty: July 2 to Dec. 31, 1930 -- 2nd Lt. Wm. G. Catron, Lebanon, Tenn., to Fort Crockett, Texas; 2nd Lt. Carl Brewer Fry, Coronado, Calif., to Rockwell Field, Calif.; 2nd Lieut. Allen Chapman, Oakland, Calif., to Crissy Field, Calif.; 2nd Lt. Everett L.Edmondson, Chicago, Ill., to Fort Sam Houston, Texas; 2nd Lt. William D. Herring, Waco, Tex. to Fort Sam Houston, Texas; 2nd Lt. Andrew J. Lanier, Dallas, Texas, to Fort Crockett, Texas; 2nd Lt. Nelson D. Jenkins, Oakland, Calif., to Crissy Field, Calif.; 2nd Lt. Joseph L. Thomson, San Antonio, Texas, to Fort Sam Houston, Tex.; 2nd Lt. Murl Estes, Logan, Mo., to Selfridge Field, Mich.; 2nd Lts. Myron E. Lackey, San Francisco, and Byron S. Cooper, Minot, N.D., to Crissy Field, Calif.; October 14, 1930, to April 12, 1931-- 2nd Lt. Norman L. Barr, Boyle, Miss., to France Field, Panama Canal Zone; June 8, 1930 to June 7, 1931-- 2nd Lt. August G. Rehlmeyer, Alameda, Calif., to Crissy Field; June 29 to December 27,1930 - 2nd Lt. William James McCracken, New York City, to Langley Field, Va.; August 21 to February 19, 1931 -- 2nd Lt. James M. Peyton, Elizabeth, N.J., to Langley Field, Va.; June 1, 1930 to May 31, 1931 -- 2nd Lt. Walter DeWitt Cannon, Jr., Honolulu, T.H., to Schofield Barracks, Honolulu, T.H.

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LIEUT. MATHENY PRESENTED WITH CHENEY AWARD

On Monday morning, May 26th, at 10:30 a.m., the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, presented the Cheney Award to 2nd Lieut. William A. Matheny, Air Corps, for an act of valor and self sacrifice performed at Managua, Nicaragua, on August 30, 1929. The ceremony took place at Bolling Field, D.C., in the presence of the officers and enlisted men at that station and the donors of the Award, Mrs. Mary L.C. Scofield, of Peterboro, N.H., and Mrs. Ruth Cheney Streeter, of Morristown, N.J., the mother and sister, respectively, of the late 1st Lieut. William H. Cheney, killed in an air collision at Foggia, Italy, during the war, in whose memory the Award was established.

Lieut. Matheny is the third member of the Air Corps to receive the Cheney Award, his valorous conduct in rushing to the assistance of Lieut. Dwight J. Canfield, who was unable to move following the crash of their plane, which immediately burst into flames, being considered by a Board of Officers, convened for the purpose of recommending persons eligible to receive this Award, to be most outstanding and meritorious. The Board stated that the heroism displayed by this officer, in disregarding his own safety and running to the assistance of Lieut. Canfield, with certain knowledge of catching fire, reflects great credit upon himself and measures up to the traditions of the military service.

After leaving Managua, one of the motors of the Bombing plane caught fire. Lieut. Matheny, pilot, immediately turned back, with his right motor at full throttle. This extra burden on the motor overtaxed it to such an extent that it froze, and being at too low an altitude to permit of parachutes being used, the pilot made the best landing he could in the jungle. Lying beside the burning plane, conscious but unable to move, with his clothing on fire, Lieut. Canfield was rescued by Lieut. Matheny. The latter's clothing, saturated with gasoline, also caught fire, but he managed to drag Lieut. Canfield into the open at the cost of severe and painful burns about his body.

NOTES FROM AIR CORPS FIELDS
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Primary Flying School, March Field, Riverside, Calif., May 21st

Capt. John B. Patrick was assigned to the command of the 53d School Squadron; 1st Lieut. Leon E. Sharon, former Personnel Adjutant, was assigned as Post Adjutant, and 1st Lieut. Warren A. Maxwell as Commanding Officer, Headquarters 13th School Group.

A very delightful farewell dance was given at the Officers' Club on May 16th for the officers departing from the Field for duty elsewhere. Dancing was enjoyed until 1:00 A.M., and light refreshments were served during the evening. Many dinner parties were held prior to the dance.

Tech.Sgt. Donald E. Sweeney, 70th Service Squadron, was promoted to Mr.Sgt. recently, and Staff Sgt. Stanford J. Lee, 47th School Squadron, to Tech.Sgt.

The baseball team of the 54th School Squadron journeyed to Santa Maria, Cal. on May 17th and played the Hancock Foundation College of Aeronautics. The game lasted ten innings, Hancock winning by the score of 8 to 7.

Major M.F. Harmon, 1st Lieuts. Barney Giles, A.Y. Pitts and 2nd Lt. C.W. Davies flew to Ft. Seward, Cal., where they participated in a large cattle round-up.

120th Observation Sq.,Colorado National Guard:

Routine drills and instruction went on during the past month in the Squadron with two outstanding features. Capt. Mayer, of Ft. Sam Houston, inspected the organization on March 31st. On the nights of April 15th and 16th, night flying was inaugurated.

One Douglas, the Squadron's O2-K, was fitted with night flying equipment, including navigation lights, landing lights and parachute flares. With Lieut. Beau acting as instructor, transition work was given to the officers of the squadron. The ground crew operated a beacon mounted on a truck, turning the beam into the wind, giving those in the air both the direction of the wind and a spot for landing.

Pistol practice began on April 27th continuing through May until the entire personnel has fired the course.

Training in spotting Artillery fire has gone on steadily each Sunday. In order to afford training to as many officers as possible three ships have been flown over the puff targets in formation, with the lead ship operating radio and the other two pin-pointing the bursts and writing down the messages they would have sent.

Night classes in radio were held four times each week to make certain that every officer is qualified in radio before the next annual encampment in June.

The schedule for the annual encampment is an ambitious one. Training will include gunnery, bombing, cooperation with the Artillery units of the Colorado National Guard, photographic missions, night flying and three days' maneuvers.

Lieut. Eddie Brooks, who left Colorado last year, returned to the squadron.

Aubrey Kief was promoted from a second to a first lieutenant.

115th Observation Squadron, Griffith Park, Los Angeles, Cal.

Final reports on the record pistol firing of the enlisted strength of the 115th Obs. Squadron are being awaited with much interest. This work was just finished after a course of thorough training in nomenclature, aiming and firing by the Armament Officer and his assistants, Lieuts. Larsen and Maxey. It is hoped that the records this year will show a very great improvement over previous ones. The officers will shortly start their range work.

The Squadron welcomes a new officer to the fold - 2nd Lieut. Leonard E. Thomas, from 1st Lieut., Air-Res. Lieut. Thomas boasts of the unusual history of being a 3-timer 2nd Lieutenant, including service in the Marine Corps Aviation during the war, the Air Corps Reserve and the Calif. National Guard.

The Adjutant General, Brigadier-General R.E. Mittelstaedt, recently dropped in on us, via air from Sacramento, piloted by Lieut. Carroll. They reported that the northern part of the State had been made safe for Democracy by the A.C. Provisional Wing operating at Mather Field, and that the Wing planned a demonstration for Los Angeles on the 26th, basing at Boeing's United Airport at Burbank. General Mittelstaedt, after spending two days at the National Convention of the Reserve Officers Association at Los Angeles, returned to Sacramento by air.

It is reliably reported that our outfit came through satisfactorily in the

recent State inspection by Major-General Barrows and Staff. This is highly encouraging to the personnel and will undoubtedly result in even higher esprit and efficiency for the coming year. We, who necessarily must put our limited time and effort on the more technical side of our Aviation duties, find it difficult to keep up on the other military phases, such as infantry drill, tent pitching, etc.

On May 11th, the 40th Division Aviation, Cal. Nat'l Guard, underwent the Annual Federal Inspection. All enlisted personnel was on duty with the exception of 6 men who were out of the city. The inspecting officer was Lieut. James B. Carroll, A.C., D.O.L., who appeared to understand his responsibility thoroughly and retained the respect of the outfit by the competent manner in which he conducted the inspection.

The roll call formation proceeded in the usual manner, followed by the inspection formation. Each of the 3 flights was then turned over to an officer of the Squadron who had not previously handled troops before an inspecting officer. These flights put on drill formations for 5 minutes, then were turned over to 3 other officers for a similar period.

In the meantime the officers inspected the planes which were drawn up in military formation in the line, cleaned, oiled and serviced by the staff of mechanics who stood by their charges.

A number of photos were taken by the Photo Section, including several of an O-2 with bomb racks and suspended bombs.

The officers were then given tests in radio reception and a short written examination in various subjects covering the Air Corps, Observation and the Division.

The various sections, including Operations, Photo, Communications, Armament, Supply, Medical, etc., were then looked over and the Aerial Missions took off. These missions consisted of reports dropped from the air to the Divisional H.Q. at Griffith Park Airport, on the situations and needs of various front line P.C.'s on a simulated trench line over Mulholland Hdwy.-Western Ave.-Cahuenga Pass. Also reports on another front near San Fernando, with special reference to the Los Angeles City water reservoir and supply near there.

Upon completion of these missions, lunch was served and the afternoon taken up with Squadron duties, reports of sections, Officers' meeting and aerial work.

Chanute Field, Rantoul, Ill., May 22d:

Lieut. George W. Goddard is recovering from an operation for appendicitis and expects to return to duty following the three weeks' sick leave granted him.

Lieut. Russell Scott, pilot, and Tech.Sgt. Gilbert, photographer, recently flew a mosaic of the City of Chicago. This mosaic which is being laid by the Department of Photography, will be exhibited at the Army Relief Show to be held at Soldiers' Field, Chicago, Ill., June 21st to 29th.

At a recent meeting of the Chanute Field Pistol Club, Major L.G. Heffernan was unanimously elected Honorary President.

San Antonio Air Depot, Duncan Field, Texas, May 26th:

The Depot had the pleasure of a visit from Capts. H.M. McClelland, E.E. Adler and Lieut. Guy Kirksey of the Office of the Chief of the Air Corps, on route in three O-1's from the Air Corps Maneuvers on the West Coast to Bolling Field. They stopped over May 2d to 5th for miscellaneous repairs to their planes.

Lieut. Harvey R. Ogden, Air-Res., formerly aide to Brigadier-General F.P. Lahm, Commander of the Air Corps Training Center, who resigned from the Air Corps Regular Army on January 3d last, to become connected with the Curtiss-Wright Corp., Long Island, N.Y., was a welcome visitor at this Depot, renewing old acquaintances, for several days beginning May 7th, while in this vicinity on business.

Capt. Warner B. Gates, Lieuts. C.E. Branshaw and A.S. Albro, with Mr. R.A. Boehnlein, mechanic, of this Depot, flew cross-country to Eagle Pass, Texas, and return, on May 7th.

1st Lieut. John F. Whitely, of Fort Crockett, Texas, spent several hours visiting at this Depot on May 8th, while on a leave of absence.

Lieut. Lewis S. Webster of this Depot, just completed an extensive cross-country, ferrying a PT-3A from this Depot to the Rockwell Air Depot, Rockwell Field, Calif. On his return he ferried a PW-9D from the latter Depot to Kelly Field.

Lieut. A.S. Albro of this Depot, availed himself of a ten days' leave of absence, visiting Eagle Pass, Texas.

On May 22d a group of Student Officers and Flying Cadets of the Air Corps Primary Flying School, Brooks Field, in charge of Lieut. C.J. Crane, made a tour of inspection through the Depot in connection with their course of instruction.

Mrs. Wm B. Wright, wife of Capt. Wm.B. Wright, Jr., recently Adjutant of Kelly Field, and now on duty with the Organized Reserves at Kansas City, was a guest of the family of Capt. Warner B. Gates at this Depot during the past week, and departed on May 23th to join her husband, motoring through by way of Pensacola, Fla.

Lieuts. Carl B. Fry and William Green,Jr., Air Corps Reserve, of Rockwell Field, Calif., arrived at this Depot by rail on May 23d and left on May 24th, ferrying two PT-3 airplanes back to their home station.

The Engineering Department of the Depot overhauled and repaired the following airplanes and engines during the month of April:

Airplanes: Overhaul - 6 A-3, 1 IB-5, 1 C-1-C, 2 DH-4M-2, 2 DH-4M-2P, 9 DH-4M-2T, 1 O2-K, 1 P-1, 2 P1-A, 1 P1-F, 2 PT-3, 3 PT-3A, 1 SPT-5, Total, 32. Miscellaneous Repair- 1 A-3A, 1 C-7,, 2 DH-4M-2T, 1 O2, 2 O2-C, 1 O2-D, 2 O2-H, 1 O2-M3, 1 PW-9A, 1 PT-3A; Total, 13. Assembly Job - 6 PT-3A.

Engines: Major Overhaul - 13 Curtiss D-12, 25 Wright J-5; total, 38. Minor Overhaul - 60 Liberty, 1 Curtiss D-12, 2 Wright J-5: Total, 63.

38th Division Aviation, Indiana National Guard, Indianapolis,Ind.,May 19th:

With the coming of the gentle breezes of Spring, the Pilots and Observers of the Squadron developed a "yen" to go places and do things and cross-country flying became very popular. Almost every Sunday a training mission is dispatched on a cross-country flight.

Lieuts. P.A.Zartman and D.D.Stowell, left Stout Field for Ft.Sill, Okla., where they spent five days studying Artillery Adjustment methods by airplane and participated in the Artillery Maneuvers held there.

The "Gods" have smiled and five of our 2nd Lieutenants are now sporting new silver bars. Officers recently promoted to 1st Lieutenant are 2nd Lieuts. P.A. Zartman, H.H. Maxwell, Norman Metzger, Wilbur Morgan and D.D. Stowell.

The 113th Photo Section under the command of Lieut. Maxwell, just completed a mosaic of Camp Henry Knox, Ky. This map was presented to the 38th Division for use in tactical problems.

Luke Field, T.H., May 10th:

Lieut. John A. Laird who was on duty as an observer during the Air Corps maneuvers in California, returned on the "Cambrai".

By scoring a total of 94 points, Luke Field, as predicted, won the 1930 Honolulu Sector Track and Field Meet held at the Kamehameha Field on April 26th. The Flyers took 7 of the 16 first places, 13 second, 6 third and 3 fourth.

The 65th Service Squadron won all the games they were scheduled to play during the Squadron Baseball Series, giving them first place in the league standing. The 4th followed closely behind, losing only two games. The 23d, Staff and 72d followed in order mentioned. From these teams the men will be chosen for the Post Team. Prospects are very good this year for putting a winning squad out for the Sector Navy Season which began May 14th.

Mitchel Field, Long Island, N.Y., May 12th:

The gunnery practice for the Fifth Squadron came to a successful close the first of May, despite the fact that all the pioneering work of pitching camp had to be completed before work could begin, and that nasty weather aided materially to this progress.

The Squadron left here with the buoy-shooting charges and after it was there a while and had peppered at a few targets we felt completely justified in denying any charges of sinking buoys, because to sink a buoy you've got to hit it, and if the great blank spaces on the targets were any criteria of previous prowess we are unquestionably exonerated.

During the greater part of last week the Island was cluttered with Squadrom upon Squadron of Navy ships doing their best to give Gotham a thrill and to lend a little color to the New York Air Show. Last Friday being Army-Navy Day in conjunction with the Show, we were called on for a formation. An order called for forty ships, but since only eighteen answered roll call we had to content ourselves with two nine-ship formations. Being an eye witness from the ground, I can safely say that while quantity wasn't present, the quality was

was all that one could ask for.

The New York Sun recorded the flight as follows:

"The third spectacle of the day occurred when fifteen planes from the Army's crack squadrons zipped across the blue, dipped and zoomed their wings, and fled on..."

Rockwell Field, Coronado, Calif., May 6th:

General Edward L. King, G.S.C., Assistant Chief of Staff, G-3, Washington, D.C., spent two days at Rockwell Field, recently as guest of the Commanding Officer, Major Sneed. During his stay, he visited Fort Rosecrans and inspected all the activities at Rockwell Field. Gen. King was flown to Long Beach by Major Sneed and from Long Beach to Monterey by Lieut. Hary from March Field.

Major-General John L. Hines, Corps Area Commander, Ninth Corps Area, accompanied by General Van Deman, retired, and Colonel Singleton, paid a visit to Rockwell Field, April 9th.

General James E. Fechet, The Chief of the Air Corps, in a "Fleester" plane, accompanied by Capt. Eaker, visited Rockwell Field, again on April 23d, remaining here until April 25th.

Rockwell Field, Coronado, Calif., May 29th:

Major A.L. Sneed, Commanding Officer of Rockwell Field, attended a dinner at the San Diego Athletic Club, May 24th, in celebration of Empire Day by the British Consulate of this city. Major Sneed responded to the toast, "The United States Army Air Forces", which was very well received.

Major Henry P. Carter, M.C., Corps Area Inspector, made the annual Sanitary Inspection of Rockwell Field, on May 9th and 10th.

Capt. George E. Hartman, Q.M.C., arrived at Rockwell Field, May 28th, for purpose of making mechanical inspection of Government owned motor vehicles.

Capt. William E. Lynd, Inspection Division, Office of the Chief of the Air Corps, accompanied by Mr.Sgt. C.E. Peterson, arrived at Rockwell Air Depot, May 22d, for purpose of making inspection of the Visual Inspection system installed at this post.

Col. and Mrs. Harry Graham were recent visitors at Rockwell Field. Col. Graham was former commanding officer of the Rockwell Air Depot.

Lieuts. Jack Greer and E.M. Robbins of the Rockwell Air Depot left via train Saturday, May 31st, for the San Antonio Depot, for purpose of ferrying two PT-3 A airplanes to this depot.

The long months of hard practice in squash has not been in vain, it was recently discovered, when the Rockwell Field Squash Team journeyed to San Francisco to play the Olympia Club and the University Club. From the standpoint of total score, the result was not flattering. The game is somewhat new to the Rockwell Field officers and they were pitted against experts with years experience. But the big feature of the trip was the discovery that Lieut. J.E. Mallory and Lieut. I.A. Woodring rank among the best players on the Pacific Coast. Both won their matches from high rankers in the Squash world.

Selfridge Field, Mt. Clemens, Mich.:

After a great deal of rain and cold in April, the First Pursuit Group is now enjoying sunshine and light winds. Men are practicing baseball and everybody is getting in as much flying time as they possibly can, especially the pilots of the 15th Observation Squadron who, after many months of herding around the old O2's, are flying the new Thomas Morse O-19's which are being received from day to day.

All of the new type P-12-B airplanes which are now at this station have been assigned to the 94th Squadron, and the P-1's have been distributed between the 17th and 27th Squadrons.

Major Brower, who reported to this station May 5th, and who assumes command of the 1st Pursuit Group upon the departure of Major Royce for his new duties in the Office of the Chief of Staff in Washington, led the flight of the First Pursuit Group to Aberdeen, Md., for participation in the Joint Anti-aircraft Artillery-Air Corps Demonstrations and Exercises held there during the period May 12th to 17th, inclusive.

Athletic activities of the Group for the past month, except for indoor

baseball practice, were confined to the Post Bowling Tournament which was won by the 15th Observation Squadron with a percentage of 875, having won 14 and lost 2 games.

Third Attack Group, Ft.Crockett, Texas, May 1st:

2nd Lieut. and Mrs. John A. Samford are receiving congratulations on the birth of a son, John A.,Jr., who was born at the base hospital, Ft.Sam Houston, on April 18th.

2nd Lieut. G.E. Gimmler, recently assigned for duty with the Group, was assigned to the 8th Attack Squadron.

2nd Lieut. and Mrs. Ford L. Fair arrived here by motor on April 23d. The Lieutenant was recently ordered to duty at this station and he was assigned to the 60th Service Squadron.

In the Inter-Squadron Baseball League at Ft.Crockett, the 90th Attack Squadron and 60th Service Squadron are tied for first place, each winning the three games they have played thus far. The 8th and 13th Attack Squadrons are tied for the cellar position, each having lost the three games they have played. The league temporarily suspended play during the absence of the troops on maneuvers.



—ISSUED BY—
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

VOL. XIV JULY 2, 1930 NO. 8

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VOL. XIV AIR CORPS NEWS NO. 8

Information Division, Air Corps — July 2, 1930. — Munitions Building, Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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INCH BY INCH, OR PATIENCE IS A VIRTUE

The title of this might also be "My Impressions of Captive Ballooning." It relates the adventures of Lieut. Julian B. Haddon, Air Corps, during a flight from Rockwell Field, San Diego, Calif., to the Middletown Air Depot, Middletown, Pa. Lieut. Haddon is at the present time on duty in the Materiel Liaison Section, Office of the Chief of the Air Corps. Incidentally, he was the chief figure in a thrilling adventure over a year ago when he was initiated as a member of the Caterpillar Club. This initiation was quite a strenuous one, for in an altitude test flight, after ascending to 34,000 feet and encountering a temperature of 50 degrees below zero, he became unconscious due to the lack of oxygen and did not regain his senses until the aircraft had dived down to about 9,000 feet. It is bad enough to fall 25,000 feet, but to wake up and find your airplane in flames is a little too much.

After making every effort to extinguish the flames, but without success, and losing 6,000 feet more altitude, Lieut. Haddon finally abandoned his plane at 3,000 feet and landed with quite a hard jolt on the frozen ground.

But to continue with what we started out to say. For all of his years in the Army, there is one thing that Haddon hadn't learned, and that is to "never volunteer." If a certain proposition is a good thing, there will be a long waiting line, and that is what you should "bust" into. However, when a call went out for a pilot to ferry a plane across the country, Haddon volunteered. Then he found out that it was a PT, a primary training type of plane, cruising speed about 75 miles or so per hour. It was too late then to back out, so our Hero - but let him tell his own story.

"Yes, I went into this with my eyes open," sez he. "It was no extra-duty punishment assignment. I flew out in the rear seat where the sun could get at me and blister my lips. I landed at Yuma and Tucson, Arizona (that leg was a long one), Lordsburg, El Paso and Midland. I expect a bill from the owners of the pipe line running from El Paso to Midland. After I left Wink, I didn't know if I had enough gas to take me into Midland. A fine lot of country to come down in without gas. I started sweating, and when I say that I don't mean perspiration but honest to goodness sweat. I later learned it had fallen down along the pipe line and rusted the piping. Anyway, that showed how closely I followed the pipe line, which is the direct route.

I got into Midland and they poured forty gallons into the 42-gallon tanks of the PT, that is, two tanks of 21 gallons each. Then I made Abilene, Dallas, Oklahoma City, Muskogee and Springfield. Up to that time I had had no trouble in cranking the motor, but at Springfield I had to wait for an hour before they could find me an experienced mechanic to crank her up. Most of the mechanics at commercial fields dislike to crank up motors through the props, as most modern commercial jobs have starters. Then I made Scott Field, Indianapolis, Dayton and Uniontown.

Up to that time I had been averaging 78-80 miles an hour, with a slight tail wind helping me along. When I left Uniontown I had a 73-mile wind right into Middletown, this wind being encountered at an altitude of 6,500 feet. Yes, the PT, with my baggage, actually did get that high. You see, I was quite experienced in PT's by this time.

Finally I made Middletown after nine days en route, having been held up several times by bad weather. Now that I managed to last it out in a PT, I am thinking of making it in a bicycle. Anyway, it's more fun than sitting on a flag pole."

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Nine airplanes from Brooks Field and eleven from Kelly Field were flown to Abilene, Texas, recently to participate in the dedication of a new airport there. Major C.L. Tinker headed the Kelly Field flyers and Captain C.L. Chennault was in charge of the Brooks Field flight.

PURSUITERS VISIT THE BIG CITY

By the News Letter Correspondent

With the arrival of the new P-12's, the 94th Pursuit Squadron, First Pursuit Group, Selfridge Field, Mich., has been organized into three permanent flights with permanent flight and element leaders. Each flight has its distinctive markings to aid in performing, and this scheme has worked out very satisfactorily. Each flight has its own distinctive color, with a double bar on the upper wing for flight leader and a single bar for element leader. During the recent maneuvers with the Navy at Groton, Conn., the Squadron took off singly and was in formation above the bombers within four minutes.

Upon the completion of the maneuvers on the East Coast, 1st Lieut. James E. Duke, Jr., was ordered to deliver one of the Squadron's P-12's to Bolling Field. He left the Squadron at Groton, being scheduled to return to Selfridge by rail. The shortage in ships thus caused will be filled by a P-12 ferried from Rockwell Field by Lieut. Morgan.

On the way to Connecticut, the Squadron spent the night at Mitchel Field, and the bright lights of New York lured most of the officers. Despite the warnings of those who knew the city, and the ways of the city slicker, Lieut. Crabb was no match for the wits of a New York taxi driver and cheerfully donated a dollar and thirty-five cents for a thirty-five cent bill. Lieut. Duke, by main strength only it seems, prevented Lieut. Bolen from going to Coney Island and, after much persuation, convinced him that a small cigarette display machine in a show window did not make all the cigarettes for the United States.

The 94th arrived at Trumbull Field on Saturday, May 24th, to cooperate with the 96th Bombing Squadron of Langley Field and the 5th Observation Squadron from Mitchel Field against the Navy in their attempted campaign against the coast defenses and the Submarine Base at New London and Long Island Sound. Nothing of note happened the first day except the Bombers landing down wind, and the war was over until Monday.

On Monday the Bombers were ordered out to bomb the fleet which was maneuvering off Fisher's Island, and the 94th went up for protection against any enemy aircraft. On Tuesday the Navy carried out a theoretical landing program on the coast defenses, with the ships from Trumbull Field attacking from the air.

Wednesday was the big day of the maneuvers, with the Navy airplanes coming in in force to bomb the Submarine Base and Trumbull Field. The 94th met them out over Fisher's Island, theoretically destroyed them, and the Squadron had just reformed in the event of another attack when the entire Navy air force arrived. Again the Pursuit attacked, and the battle gradually broke up into a sky full of dog fights which were only broken up by running low on gas. The Navy ships were considered out of the combat by that time, in spite of the fact that the Pursuit ships dodged radio aerials during the whole melee.

On Thursday the war was over, and the different squadrons took off for their home stations. The 94th landed to refuel at Mitchel Field before the flight to Buffalo, and started out. After reaching the conclusion that the whole country east of the Mississippi was covered with rain storms and that the visibility could only be compared to thick pea soup, Lieut. Johnson turned back to Mitchel Field and the 94th arrived at Selfridge Field late the next day. At Buffalo, Lieut. Henry's ship tried to taxi into the commercial ships without a pilot, but Lieut. A.T. Johnson, with a show of sprinting ability that surprised everyone, cut the throttle and, with Lieut. Bolen acting as an efficient anchor, stopped the runaway with plenty of space to spare.

Just one thing more. Lieut. Bolen was credited with the lowest and safest parachute jump on record when he pulled his rip cord in getting out of the ship after a flight from a height of six inches. No casualties to pilot, ship or parachute.

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NEW OFFICERS FOR THE AIR CORPS

A total of 32 new officers were recently appointed 2nd Lieutenants in the Air Corps, Regular Army, all of them with rank from May 8, 1930. According to Special Orders No. 136, War Department, June 12, 1930, these officers are assigned to stations, as follows:

To France Field, Panama Canal Zone: Roy Dale Butler
Berkeley Everett Nelson

To Fort Crockett, Galveston, Texas:	Frederick Earl Calhoun
	Lawrence C. Westley
To Fort Riley, Kansas: - - - - - - - -	Clarence Edward Duyart
	Dyke Francis Meyer
To Fort Sill, Oklahoma: - - - - - -	Douglas Thompson Mitchell
To the Hawaiian Department: - - - -	Maurice Milton Works
	Ivan Morris Arterbury
	James McKinnie Thompson
	John Hilbert Davies
	Edwin William Rawlings
	Theodore Bernard Anderson
	Oliver Stanton Picher
	William Johnson Scott
	Archibald Johnston Hanna
	Richard August Grussendorf
To Maxwell Field, Montgomery, Ala.:	Anthony Quintus Mustoe
To Mitchel Field, L.I., New York: -	Robert Lyle Brookings
	Arthur Francis Marewether
	Hugh Francis McCaffery
To Langley Field, Virginia: - - - -	John Hiett Ives
To Rockwell Field, Coronado, Calif.:	Carl Harold Murray
	Gerald Hoyle
	Tom William Scott
To Selfridge Field, Mt. Clemens, Mich:	Jarred Vincent Crabb
	Robert Kinnaird Giovannoli
	Julius Kahn Lacey
	George Frank McGuire
	Minthorne Woolsey Reed
	Morley Frederick Slaght
	Carl Ralph Feldmann

With the exception of Lieuts. Brookings, Slaght and Giovannoli, all of the above named officers graduated from the Advanced Flying School, Kelly Field, Texas, on February 15, 1930. Lieut. Giovannoli graduated from the Advanced Flying School on October 20, 1928, Lieut. Slaght on February 18, 1929, and Lieut. Brookings, a graduate of the United States Military Academy, in 1925. The last-named officer was a 1st Lieutenant in the Air Corps when he resigned on March 30, 1929.

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THREE-WORD SIGN ON PLANE AVERTS ACCIDENT

Mitchel Field, N.Y., boasts of a rapid-fire sign painter whose proficiency in this direction was the means of preventing what might possibly have turned out to be a serious accident.

Shortly before noon on May 26th, a commercial pilot left Trumbull Field, New London, Conn., the base of the recent maneuvers, and just before he cleared the ground the right wheel of the landing gear of his plane gave way. Unmindful of his predicament, the pilot continued blissfully on his way. His danger was evident to everyone on the ground, but not a single ship was down which could overtake him and warn him of the trouble.

Before the ship had gone more than a few miles, Lieut. S.E. Anderson, of the 5th Squadron, landed and was immediately sent out after him. In the interim of several seconds between the take-off of Lieut. Anderson and the landing of Lieut. Donald (Bobo) Baxter in another O-1E, Lieut. "Pete" Peterson, of border fame and otherwise known as "Zoom," conceived the idea of painting a sign on the side of the next ship that came down. No sooner had Baxter taxied up to the line than "Pete" was slapping huge letters on the side of the ship - LANDING GEAR BROKEN - following which Baxter was on his way again. The crippled Aeromarine plane was overtaken and, although the wet sign had smeared until it was barely distinguishable, the pilot divined its meaning, saw the broken wheel and waved understandingly.

The same afternoon a report came in from Providence, R.I., to the effect that the ship had landed without harm to either pilot or passenger and that they had forwarded a heartfelt vote of thanks for the quick thinking - and "Pete" isn't a Pursuiter - and assistance which averted what might have been a serious crack-up.

BACK FOR A YEAR
By Wm. J. Hahnel

It was just a year ago that I received my orders for active duty. I was living that time in Chicago, working as an engineer in a specialized line of communications development. My income was somewhat more than the Army pay and allowances. Furthermore, there were certain expenses to be incurred incident to moving to my new station. I felt, however, that the year back with the Air Corps was well worth it.

I had been one of those hopefuls who had gone into aviation after my discharge from the Army in 1919. I had not exactly "busted" into commercial aviation, so commercial aviation had not "busted" me. But it was tough diggings for several years, and the uncertain income convinced me that electrical engineering was a better and surer proposition. That was in 1922.

With the boom in aviation in 1927, I found myself slipping. I was already established with a large company. I had been a flyer, but here were embryo flyers who were getting ahead of me in the world of commercial aeronautics. I held the rank of Captain in the Reserve Corps and the rating of Junior Airplane Pilot. I felt that if I could only get in a hundred hours on service type planes I might be eligible for the higher rating of Airplane Pilot. It was not that I intended to enter commercial aviation immediately, but I just did not like the idea of slipping backward. The little inactive status flying which I performed now and then was not enough. What I needed was a year's dose. Then, with the much coveted A.P. rating - and it is a coveted rating among us Reserves - I felt I could look around and see what was what in the commercial flying game.

Finally, early in 1929, I applied for a year's active duty. The firm I was with allowed a sort of Sabbatical leave of one year without pay, so I was all fixed up on that score. I had to relinquish my Captaincy in the Reserves and come in as a second lieutenant, but this was agreeable to me. It was just a year from this writing that my orders arrived and I moved with my family to the station to which I was assigned. Within a few weeks after my arrival there, quarters were available. Although I had no particular "drag," the quarters were among the best at the field.

So much for my entrance into the service and the reasons therefor. I have heard comments from many sources regarding Reserves and their extended active duty tours. My own particular reasons were as stated above. I could live on the salary, meager though it was. Most important, however, I could pick up on my flying and be in a position to take something good in commercial aviation if it came my way. My year in the Army would not hurt me in my former position; in fact, it would help me. Later I found this to be the case, due to the many contacts I made during my year with the Air Corps. Incidentally, I suppose that after a year's active duty I was better qualified as a Reserve officer. I do know that, humble as my duties were, I learned a lot about the service which will stand me in good stead should I ever be called to active duty in an emergency.

I soon found things a bit different in this peace-time Army. My impressions jibed with those of Elliott White Springs in a story he wrote to illustrate that point. During the War [illegible] the Air Service was abundantly populated with He-Men. At least, I suppose they were that, as they talked in a loud voice of Discipline, looked askance at ordinary courtesy while braying about the military brand of it, had no consideration for subordinates and less for real efficiency and smooth teamwork. They were individualists supreme. In common with most R.M.A's, my experiences had been sad ones.

Had I not heard that things were vastly different now, I would never have applied for active duty, but different they were. The word "discipline" was seldom mentioned, but we had plenty of it in my Group and also in my squadron. Everyone had a job and duties were performed reasonably well, otherwise one suffered the consequences. As a general proposition, however, they "put out."

I soon found out that there were many things to do besides fly, also that this present system of having practically all its officers flyers makes for efficiency in the Air Corps and that there is less "standing around" during the time there is no flying activity. All officers speak a common language. There is a minimum of explaining to do to some non-flying officer regarding the fundamentals of flying in order to stress the need of having this or that requisition filled.

With respect to the enlisted men, I found that those regularly assigned to mechanical duties were exactly like those mechanics in civil life with whom I had had considerable experience - aggressive, ambitious, clear-minded chaps who were

not misled by a superior's uniform or his military status in their judgment of his ability. Two impressions I had previously had were quickly dispelled. One was that soldiers are always growling and grumbling for no apparent reason. Perhaps it was the quality of our mess that reduced such growling to a minimum in our outfit. The other impression which was quickly dispelled was that Air Corps enlisted men are primarily mechanics, cannot drill and have not the military bearing found in other branches of the service. I had the opportunity of visiting several nearby posts during my year's tour and a number of distant ones on cross-country trips. Nowhere did I find more soldierly bearing or better conducted drills or guard mounts than we had right at my home station.

As for my stay in the Air Corps, I find that it has been worth while. I soon qualified for the much coveted A.P. rating. As a low ranking lieutenant, I was able to drop in various shops about the post and observe the technical workings of many places without being thought guilty of "snooping," as would have been the case had I come in as a Captain.

The most valuable experience I had was the participation in the 1930 Air Corps Field Exercises at Mather Field, Calif. These have been described in previous issues of the News Letter, so I will not go into detail in describing them. While in California I met not a few members of the organization I work for, all of whom were very much interested in my assignment. Outside of the flying experience I had there, the most important lesson I gained was in watching the handling of a large organization such as the Provisional Wing, its housing and feeding, its supply and operation in the field under conditions much the same as one would find them in the first months of warfare.

While I realize it would be unwise to assign too many Reserves to the maneuvers, I believe that every Reserve on extended active duty should participate in the maneuvers for that year. Such an experience of from four to six weeks is more valuable than a whole year of ordinary garrison duty.

All too soon the year came to an end. I had no illusions or hopes of coming into the Regular establishment, being over the age limit, nor did I have any desire to live henceforth on a junior officer's salary. As soon as the preparations for my departure from the Army were begun, I started to think of my engineering work in civil life. I was just as eager to get back to that as I had been to get into the Air Corps just a year previous. I wondered what new developments I would find in the work I had been doing in the Spring of 1929.

As I look back on it, this past year has been the experience of a life time. I have not a growl in the world. I think the Air Corps does wonders under the handicaps it suffers - the relative low rank of its officers compared to the rank enjoyed by those doing similar duties in other branches of the service, the frequent changes of station undergone by officers and noncommissioned officers alike necessitated by the recent Air Corps expansion, and the lack of airplanes with which to perform the many and varied duties assigned the Air Corps as a whole. I only hope that more equipment and more flying hours will be assigned to inactive status Reserve officers. I should like to be the most active of the inactive flyers in my Corps Area once I get back to the old button-hole factory.

I want to thank Major Knerr, the Group Commander, and the others in positions of authority for their consideration of me. The Regulars gave me all the breaks possible to hit the ball with the rest of the Group. In other words, the word "Reserve" did not mean a thing to them. We worked for a common cause - efficiency.

When I finish this I must go and polish my car, and then be off back to civilian life. I hope I find it as pleasant as this past year with the Air Corps has been.

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NO REST FOR THE PURSUITERS

Personnel of Selfridge Field have weathered quite satisfactorily a very busy month which was crowded with special flights. The 1st Pursuit Group returned to their home station from the Spring Maneuvers on May 2nd. Ships from the 17th and 27th Pursuit Squadrons participated in aerial exercises and demonstrations in cooperation with the 62nd and 69th Anti-aircraft Regiments, Coast Artillery, during the period May 10th to 22nd, inclusive. The 94th Pursuit Squadron furnished 18 P-12's for the Minor Joint Army and Navy Maneuvers held in the vicinity of Groton Conn., May 24th - 28th, inclusive. Cargo ships from the 57th Service Squadron were furnished to ferry mechanics for each mission. In addition to the above special missions, a 12-ship formation flew to Indianapolis, Ind., for the Annual Speedway Classic.

THE FLYING KITTENS

By Tech. Sergeant Edward W. Wetteran,
43rd School Squadron, Kelly Field, Texas.

One of the Pursuiters from the 43rd School Squadron was taking his daily exercise of acrobatic maneuvers at an altitude of several thousand feet when something suddenly fell in his lap. Examination of the object showed it to be a wee kitten whose purring could not be heard above the roar of the engine. Cadet Waitkus landed and returned the kitten to the hangar chief, who knew the exact location of a litter of such animals not a great distance from the hangars. Sergeant Williams found that it fitted into the general scheme of things taking place in rear of his quarters.

No one could understand where the kitten came from, nor when, as it was not in the cockpit when the airplane took off nor in the fuselage when inspected at the end of the preceding day's flying. Its hiding place, however, was destined to be disclosed, for he made the mistake of telling one of his brothers what a wonderful ride he had had and, of course, the brother set up a terrible me-ow to his mother to be allowed the privilege of a similar jaunt. The mother cat, being a modern matron, was air-minded, and consented. After working hours the next afternoon, she took each kitten by the back of the neck and stealthily navigated to the hangar line. She evidently admired Sergeant Williams, for she made her home at his back step and must have had confidence in his mechanical ability, for she again selected an airplane from his hangar in which to send her two boys. She carefully placed them in the baggage compartment, gave them a few parting words of advice about keeping quiet and still and the proper method to pursue in the event it became necessary to "bail out." She then returned to the remainder of her litter.

When Ship No. 28 landed the next day, after four hours in the air, Mrs. Cat was nervously pacing the hangar floor thinking all the horrible things probably happening to her boys and taking solemn vows that if she ever got them back there would be no more rides. With feigned nonchalance she watched the crew chief unlace the fabric to make his inspection, and she was as much relieved as he was surprised to see her two kittens back in the tail section of the airplane, for the ride had been too rough to allow the two passengers in the P-1 to keep their seats in the baggage compartment.

Private Cabble, the crew chief on No. 28, sent the kittens to the Flight Surgeons (Majors Harrison and Brown) who, after the usual examination and due deliberation in such cases, removed the kittens from flying status to take effect immediately. Reason - unable to pass the 609 test due to poor vision, their eyes not yet being open.

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COMMERCIAL PILOTS TO UNDERGO ARMY FLYING TRAINING

Ten commercial airplane pilots recently reported at the Primary Flying School at Brooks Field, San Antonio, Texas, for a two-week preliminary course of instruction preparatory to entering the Advanced Flying School at Kelly Field as students of the regular course in military aviation, starting July 1st.

The selection of the students who have learned to fly at commercial flying schools and their training at the Army schools partakes of the nature of an experiment to determine the adequacy of the commercial course as a substitute for the primary and basic Army courses. The experiment is being made at the request of officials of civilian schools who are sponsoring a movement to have all but specialized military training done at commercial schools.

At Brooks Field the ten students will be given 15 hours of flying instruction, made up of four hours transition to primary planes and demonstration of maneuvers with a one-hour test; four hours transition to basic type planes with two hours' test, and four hours of formation flying in basic type planes.

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FIRST ACCIDENT IN NINE YEARS

Master Sergeant Peter Biesiot, enlisted pilot of Kelly Field, Texas, who was injured recently when a gust of wind overturned his plane, prior to taking off, pinning him in the cockpit to the extent that he received a broken vertebra, is at present in the station hospital with a plaster cast holding his neck while the

broken vertebra knits. Sergeant Biesiot will probably be in the hospital for the next three months to come. The accident was his first in nine years of flying, including service at Langley Field, Va.; Wright Field, Ohio, and the Panama Canal Zone.

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CUBANS PRAISE ARMY FLYERS

Twenty-eight members of the Third Attack Group, Fort Crockett, Texas, who participated in the Independence Day Celebration on May 20th at Havana, Cuba, recently returned to their home station. They were presented with gold medals commemorating their visit.

While in Havana, the Army airmen were entertained at luncheon by the Cuban Secretary of War. President Machado gave a reception for them and Ambassador Guggenheim gave a dinner dance in their honor.

The Havana EVENING TELEGRAM commented on their visit, as follows:

"The United States Army aviators, who left this morning for Orlando, Fla., en route to their home bases in Texas and at Washington, D.C., after a four-day stay in this city, during which they took an active part in the celebration of Cuba's independence anniversary, are representative of the finest type of young American manhood. They are a credit not only to the Army Air Service but also to the country of which they are citizens. * * * The future of aviation in the United States, both military and civil, is safe in their hands, and with such men as these in the Air Service that country is bound to become the leader in the world of flying."

On the return trip the Third Attack Group remained overnight at Orlando, Fla where the civilian officials gave an informal dance for them.

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FAREWELL DINNER IN HONOR OF GENERAL GILLMORE

The Racquet Club, Washington, D.C., on Friday, June 13th, was the scene of a gathering of nearly fifty Air Corps officers, stationed in and about the Capital City, who assembled at a stag dinner to do honor to Brigadier-General William E. Gillmore, Assistant Chief of the Air Corps, who retires from active service on June 30th by virtue of the completion of over thirty years' service.

The toastmaster of the evening, Lieut.-Colonel Frank M. Andrews, Executive Officer of the Training and Operations Division, Office of the Chief of the Air Corps, first called on Captain William J. Flood for a humorous story, and the Captain responded nobly.

Colonel Andrews then traced his association with General Gillmore throughout his service in the Air Corps, and then called on General Fechet, Chief of the Air Corps, for a few remarks. General Fechet dwelt on his long association with General Gillmore and enumerated the many accomplishments of the latter while a member of the Air Corps.

The guest of honor was the next speaker and his address, although extemporaneous, was most excellent. General Gillmore spoke right from the heart. He touched on his experiences as a young man and his association with General Fechet, and then traced his thirteen years' experience as an Air Corps officer. Expressing his deep regret over leaving the Air Corps, which is so close to his heart, he added that it was a source of much gratification to him that he had been privileged to participate in some measure toward the success which this branch of the service has thus far enjoyed. In conclusion, he stated that no matter in what position he may find himself in the future, his thoughts will always be with the Air Corps.

A notable guest at the gathering was Mr. Frank T. Coffyn, who was a Captain in the Air Corps during the War and one of the original Wright flyers back in 1910. Mr. Coffyn, as a flying instructor, gave flying instruction to several of the Air Corps officers who were present at the dinner.

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Nine planes of the 90th Attack Squadron, Third Attack Group, Galveston, Texas, under the command of Lieut. Virgil Hine, assisted in the dedication of the new airport at Muskogee, Oklahoma, on May 25th.

EAGLE EYE PAUL

By the Mitchel Field Correspondent

An unprecedented flight of eighty miles was about to be made from Camp Dix, New Jersey, to Mitchel Field, and not so far away on a mound stood flight-leader P.H. "Hawkshaw" Johnston, alias "Eagle Eye," alias "Jack Dalton," and otherwise known to his public as "Pretty Paul, the Pride of the Air Corps." He paused in the act of biting the head off a spike, spat out a broken tooth, and gazed heavenward.

Now Pretty Paul had been detailed to "fly like an eagle" and bring a formation of five wayward First Squadron pilots from Camp Dix to the home roost at Mitchel Field. A weather report had come over the ether from Mitchel to the effect that the weather was dangerous, but "Hawkshaw" Johnston was dubious about the authenticity thereof because the skies looked fairly cheerful. The weather report worried Paul, not so much because he himself wished to get back to Mitchel Field, but because he was apprehensive for the welfare of his boon companion and soul-mate. "Kiki," known to the rest of the world only as a silly little bull terrier with a white snoot. Camping just didn't agree with "Kiki." Her warm milk and bed were waiting at Mitchel Field, and such needs must be served. Man's love for dumb critters was never so strong as that which welled up in Hawkshaw's bosom. So, much after the manner of the Little Conqueror, with a bit of Little Lord Fauntelroy thrown in for good measure, he decided on his course of action. "Blow the bugle, sound the drums!" he cried. "Warm up the ships and we'll be off!"

"Kiki" required some last minute attention, so that by the time it was ready for the journey the ships were ready to clear. Said Pretty Paul to his mechanic: "You may hold "Kiki" in your lap, but mind you be careful, she's a precious burden." Just then an underling, another second lieutenant, sidled up to him and asked him in a nice way if he had a map. "Poo hoo," said Paul, "for why should I need a map?"

Somewhere over New Jersey, almost to Sandy Hook, the skies began to lower on Pretty Paul and his gang, and he debated with himself the advisability of proceeding. Suddenly, with one of his characteristic lightning-like gestures, he waved his hands in the air for the break-up signal and cocked his ship over and down. Numbers two and three, taken unawares, chandelled up out of the way, and four and five were left stranded in the breeze. When they finally reorganized they found that they were headed back towards Camp Dix, and with that the fun began.

For some unknown reason Hawkshaw's compass suddenly decided (according to Hawkshaw) to create a ninety degree error and, being well supplied as he was without either maps or inspirations, he was in an excellent position to get back to Camp Dix. Johnston trusted his rapidly failing confidence in recognizing the terrain until almost to Camp Dix, and then began to worry outright about his ninety degree error. In order to correct it, thinking it was stuck or merely playing tricks, he began kicking rudder from one side to the other, which to those of us who like to preserve a certain etiquette in formation flying is anything but helpful to the wing men.

Finally Eagle Eye sighted Lakehurst on his left and everything should have then been hunky dory, because Dix is almost due west from there. Paul, however, was beyond even trusting his eyesight by that time, so he cut his gun, turned to his mechanic and hollered: "Which way from here?" Whereupon all his wing men chandelled up out of his way a second time, while the mechanic said "That way," pointing to the west. With that Paul turned not west, but due east and landed at Lakehurst.

This might go on and on - how the fumbling five finally got back to Mitchel with murder in their hearts, but the human interest would wane. This is merely a touching (I hope) tale concerned with the futility of dog-flying, the utter uselessness of maps and the independability of compasses. As such we end it.

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NEW OFFICERS AND NEW PLANES ARRIVE AT WHEELER FIELD, T. H.

The 18th Pursuit Group at Wheeler Field, Schofield Barracks, T.H., had cause for much elation recently, the reason therefor being the arrival of the first P-12 type airplane. It has been a long wait, but the waiting has been worth while. The P-12 is certainly a beautiful ship, and fondest expectations have been far surpassed. Other P-12's are arriving daily from the Department Air Depot at Luke

Field, and the entire complement of eighteen should be in the air within the next two weeks, forcing the faithful old PW-9's to take a back seat.

The arrival of twelve new officers, recent graduates from Kelly Field, has greatly relieved the shortage of flying personnel in the Group, and the outlook for the coming year is very promising. These new arrivals are all Air Corps Reserve officers detailed to one year of active duty. Most of them, however, have already taken their examinations for Regular commissions in the Air Corps, and all the personnel at Wheeler Field join in wishing them every success in their endeavors. The new arrivals are: 2nd Lieutenants J.C. Crain, A.J. Hanna, W.F. Kimball, R.A. Grussendorf, O.S. Picher, E.D. Hoffman, H.D. Clapper, W.J. Scott, L.W. Atrieber, W.A. Cocke, L.W. Sharman and M.M. Works.

The officer personnel of the 18th Pursuit Group welcomed the new officers with open arms by celebrating their arrival with an old fashioned Hawaiian luau on the beach at Haleiwa. The pig was unearthed at six o'clock, and from that time on joy was unconfined. Hawaiian music, Hula dancers, etc., contributed to the merriment, and an excellent time was had by all.

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BROTHERS APLENTY AT WHEELER FIELD

The personnel of Wheeler Field, T.H., believe that they have the largest collection of brothers at any Air Corps station. There are at present nine sets of brothers among the enlisted personnel of the 18th Pursuit Group, as follows:

Daniel H. and Elmer M. Jones	Rupert R. and Curtis E. Riblett
Leonard A. and Homer Quinn	Roy L. and Alvin O. Sundseth
William H. and Fred O. Bushnell	John and Edward White
Dorlen E. and Argie A. McGuffee	Frank G. and Ruben H. Winiecki

James and Paul Smith

In addition to the 18 brothers enumerated above, the 19th Pursuit Squadron has among its personnel a father and son combination in Staff Sergeant Robert Harvey and his son Private George W. Harvey.

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MITCHEL FIELD OFFICERS ENJOY DEEP SEA FISHING

The season for martyrs to the cause of angling is open, and the Mitchel Field Chapter of the Isaac Walton League is functioning in full force under the expert guidance of Captain "Red" Simonin and his crony, Captain Christine, the mentor from Air Corps Supply.

"Red" has the boat, Captain Christine the angler's art, Chaplain Ballentine the spiritual inspiration necessary for the snaring of fish, Lieut. A.V.P. Anderson the biggest rod, and the others the ambition to be bigger and better deep sear fishermen.

There haven't been any reports of astounding catches to date, but there have been tales of grim courage in combatting the elements. A four-hour drizzle was survived and great plunder, consisting of four weakfish, was displayed as a peace offering to irate wives. A long struggle for blackfish offshore in a plunging boat caused the Chaplain, despite his prayers to the contrary, to become sick at heart as well as stomach.

Better days and bigger fish to come, says Christine.

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MITCHEL FIELD WELCOMES MEMBER OF THE BYRD EXPEDITION

The entire personnel at Mitchel Field, L.I., New York, is exceedingly proud to welcome Sergeant Benjamin Roth back, after many long months spent with the Byrd Expedition in the Antarctic. Sergeant Roth is assigned to the 61st Service Squadron and was granted an extended furlough to act as an airplane mechanic for Admiral Byrd. As a commendation for his work he was recently promoted to the grade of Master Sergeant.

According to the News Letter Correspondent, the Noncommissioned Officers' Club at Mitchel Field is blowing its last dollar to stage a real welcome home dinner in his honor, and it promises to be a gala event.

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Famous last words -- "Where is that darned ripcord?"

CORPS AREA COMMANDER MAKES INSPECTION OF MITCHEL FIELD

Major-General Hanson E. Ely, Commanding the Second Corps Area, made his annual tactical inspection of Mitchel Field on Wednesday, June 18th, and at its termination was apparently very well pleased.

The whole bag of tricks, an Observation repertory with all the trimmings, was shown the General. The elaborate schedule, replete with formation flying, photography, radio, Red Cross missions and combats, was thrown in an uproar by an all morning drizzle and fog and confined the General's activities to dodging puddles and making a ground inspection of the lineup of ships.

When shown the nickel-plated dumbbell, the General evinced many chuckles and immediately wanted to interview the red-headed warrior Mulligan, who claims present ownership according to Major Ryan, the dumbbell's godfather. Needless to say, Jerry was slightly embarrassed by the interview.

In addition to the inspection of the ships, General Ely inspected all post transportation and the inner workings of the Engineering Hangar. He commented very favorably on the condition of the 61st Service Squadron and lauded Captain A.E. Simonin for his work in maintaining such an excellent hangar and set of shops.

With the weather clearing, the aerial review was staged immediately after lunch. A total of thirty O1-E's passed in review. Red Cross and artillery adjustment missions were carried out and the results given the General. A bundle of supplies for the starving bachelors was dropped by a paraclute at his feet, and a DH4 lumbered off to shoot pinpoints which, upon arrival at the photo section, were printed and delivered to the General in less than thirty minutes.

As a pleasant aftermath to the inspection, Colonel Howard whisked the General over to the Meadowbrook golf course where the two of them decisively quelched any championship ambitions which Major Ryan, the third member in the party, might have had.

In the evening the Colonel and Mrs. Howard entertained the General, Mrs. Ely and their daughter at dinner and later at the prize fights in the field's open air ring. The General stayed until the last sock was socked, and a very pleasant time was had by all.

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ARMY AIRMEN RESCUED AFTER LANDING IN OPEN SEA

While flying between Maui and Hawaii shortly after 11:00 a.m., at an altitude of about 8,000 feet, an L.B.5A Bomber, piloted by 2nd Lieut. T.L. Boyd, Air Corps Reserve, with Staff SergeantsH. Alexander, John Becker and Private H.L. Cowan as crew, crashed in the open sea on May 14th last.

The plane piloted by Lieut. Boyd was one of 42 Army planes from Luke and Wheeler Fields participating in an inter-island flight. The flight consisted of a Fokker Transport and 24 Pursuit planes from Wheeler Field, four Keystone LB-5A Bombers, three Loening Amphibians and ten DeHavilands from Luke Field.

The flight had passed Maui, when the plane piloted by Lieut. Boyd was forced down about 10 miles from Maui and 18 miles from Upolu Point. All members of the crew, except Staff Sergeant Becker, jumped at about 4,000 feet and were picked up from the waves later. Staff Sergeant Becker was carried to the bottom of the ocean when his parachute opened prematurely and became entangled with the rigging of the plane. This prevented his escape and he perished.

The first Army Amphibian which dived to the assistance of the doomed Bomber was piloted by 2nd Lieut. E. W. Rawlings, with Staff Sgt. R.F. Summers as crew chief. They were picked up by the steamer "Hawaii" but the airplane was lost at sea. Another Army Amphibian, piloted by 1st Lieut. U.G. Jones, with 1st Lieut. W.T. Meyer, as radio officer of the flight, followed Lieut. Rawlings to the water, but were unable to assist in the rescue due to the mountainous sea. They remained adrift until rescued by the "Pelican" at 1:38 a.m. Wednesday, May 15th, 40 miles southwest of the spot where they landed in their rescue effort.

A Navy PD Seaplane, in command and piloted by Lieut. M.A. Schur, followed the Army ships to the water, and able to taxi because of its two powerful motors, picked up Lieut. Boyd, Staff Sgt. Alexander and Private Cowan. All three rescued men, as well as the Navy plane's crew, were later transferred to the inter-island vessel "Hawaii," and still later to the "Waialeale."

This air disaster, in addition to resulting in the death of Staff Sergeant Becker, caused the loss of three airplanes, an Army LB-5A Bomber and two Loening Amphibians, and one Navy PD Seaplane.

Relating the details of the accident after reaching Luke Field, Lieut. Boyd told of his frantic efforts to get Staff Sergeant Becker to jump, his efforts to get to him to jerk him from the cockpit and his own crash against the tail surfaces in which he carried away the rudder.

"We were buzzing along smoothly at the time as the last plane in a formation of four," Lieut. Boyd stated. "The other three made a triangle ahead of us. I noticed the right wing beginning to settle and turned the wheel to bring it up. The wheel refused to turn, although I tugged with all my strength, shouting to Alexander.

"Alexander was sitting on my right in the pilot's cockpit. As soon as he saw what was wrong he threw up his hands to show me it was hopeless. So I cut the gun and we both shouted to get Cowan and Becker to abandon ship. Alexander went over the left side and along the fuselage. I stood up hanging on to the wheel and shouted to Cowan several times. He was slow to realize what was happening, but when he did begin to climb back he was perfectly cool. Then I turned back, going over to the right side on to the lower wing. Alexander was on the right wing shouting and pleading with Becker to jump. I began to shout and swear at him, but he stayed in his cockpit. Alexander let go and shot away from the plane. He was on the inside of the curve, the best place to leave the ship. I was on the outside.

"I knew I was supposed to be the last off, and we were plunging down toward the sea. We had dropped about 2500 feet by this time and as I went out of the cockpit the air speed indicator was already 175 miles an hour. I decided I would grab Becker by the collar and pull him out. As I made a move toward him the wind shot me into the tail. I crashed hard against the controls and the rudder came off with me. But I didn't feel much pain. I was mad more than anything else.

"The plane turned over once in a half roll and then went down vertically. I was falling head first and the plane was directly ahead of me. I saw the white shreds of a parachute flapping in the tail and felt sick because I had left the ship ahead of Becker. I pulled the rip cord when I saw the plane hit the water. My chute opened at the same instant I heard the noise. I was swinging hard when I hit the water. I slapped up against the side of a wave and it knocked me out. When I came to I was being dragged through the water by me parachute, which was still in the air.

"On the way down I realized it was going to be a big job getting untangled in the water, but I couldn't do much about it. My shoes and socks were torn off when I struck the rudder. My helmet and goggles disappeared also, and the buttons were gone off my kapok coat. I was hanging on by the arm pits. As soon as I hit the water I began to struggle with the parachute. It took me 10 or 15 minutes to get out of it. I think I hit the water first because I dropped farther than the others. Alexander went farthest down wind and Cowan was behind me.

"I saw Lieut. Jones land and try to get Alexander, but he was pulled off their wing when the wind got into his parachute. I was in the water a half hour before I was picked up."

Lieut. Boyd, according to Honolulu newspapers, attributed Becker's death to panic which caused him to delay his jump and then open his parachute while still in the plane. He expressed the belief that Private Cowan also struck the tail controls of the plane and dislocated his shoulder at the time.

Propped up in a cot at Tripler Hospital, Private Homer L. Cowan gave his version of the accident, as follows, according to the Honolulu "Star Bulletin":

"The first time I noticed anything wrong was when we started to leave the formation and nose down. Then the motors idled down and Lieut. Boyd and Sgt. Alexander began shouting to me to jump. I was riding in the nose, the forward gunner's cockpit, so this was no easy job. I had to crawl back between two whirling propellers and if I fell off I might get thrown into them.

I went along the top to the pilot's cockpit. Lieut. Boyd and Alexander had already left it and were crawling up the tail. I didn't see Becker at all. I never saw him after we started that dive.

I noticed the wind was terrific and the tail kept getting steeper as I crawled. I went through under the top wing, but when I got on the catwalk that runs along the fuselage I lost hold. Then I suddenly found myself out in the air all alone. I waited a moment and then pulled the cord. My parachute opened almost immediately and I looked around. I saw two parachutes just below me, but never saw any of the planes until I struck the water.

On the way down I heard the plane plunk into the water and started looking for it. All I saw was a big oil spot and some bubbles. I tried to unfasten

my parachute harness and found I couldn't use my right arm. But I unhooked the breast strap with my left hand just before I hit the water."

Lieut. Jones also had an interesting story to tell. "I was flying with the escort of amphibians about 1,000 feet below the Bombers and to the right. Meyer and I saw the whole accident. We watched the plane turn and plunge and the three parachutes open as the men left. Then I saw a parachute open out of the rear cockpit. I saw it bellow and then collapse as the plane gathered speed. It was a matter of very few seconds until it went down, only a few splinters and some oil marking the spot.

Lieut. Meyer sent out the first SOS. He sent out several in succession, and then told the world we were going down, giving the position. He reeled in the antennae while I put the ship to the surface. Rawlings landed first and I was right behind him only farther down wind. Alexander grabbed my right wing and then his parachute opened in a gust of wind and pulled him off. We tried to catch Boyd, but he went by under our right wing. Cowan was farther up wind and we didn't get to him."

Then Jones told of the 13 hours during which he sat at the controls, knowing that the slightest error meant destruction. He kept the Amphibian up into the waves and wind from shortly after 11:00 a.m. Wednesday until 1:30 a.m. Thursday, when the Pelican came to them to answer their rockets.

"I taxied over to the oil streak where the plane crashed after I found I couldn't turn around and help the Navy pick up the men," Lieut. Jones continued. "But there was little there. My motor held on for half an hour and then started missing and died.

"After this we started to drift south and west. We both proved good sailors and Meyer kept the rockets going every time the Navy planes came along. When the seaplanes stopped their patrol at dark, we decided we would have to weather out the night. The waves seemed 25 feet high and the wind was blowing about 35 miles an hour, but our plane stood it well. The main problem was to keep her into the waves and still keep her from going over backwards.

"When darkness came, Meyer told me our rockets were nearly all gone, so I ruled we should use none until we saw a light. We saw the Pelican's lights shortly after 1:00 a.m. and it seemed about an hour before she got to us. They got a line aboard and I crawled out on the top wing. Meyer was on the lower wing and I thought he had gotten aboard.

I saw a chance and jumped for the boat. Meyer held back until another wave hoisted the plane up and then he was right after me."

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MAY PROVES STRENUOUS MONTH AT MITCHEL FIELD

"Perhaps the month of May brings flowers, the Graf Zeppelin, and another golf title," says the News Letter Correspondent from Mitchel Field, "but it has brought a lot of grief to the old homestead. First of all, four prisoners applied for leave in a nice gentlemanly manner, and when disappointed took their vacation by kicking the slats out of the guardhouse wall. Then the following day the post garage took a beating by succumbing to a vicious fire which razed the structure to the ground, melted several trucks, a new Marmon car, bolts, nuts, screws, tires, etc.

The fire was quite sensational, rampant with heroism. Men dashed into the blazing structure and succeeded in saving several cars. The post fire department boys abandoned their pinochle and valiantly protected the surrounding buildings. A telephone operator stuck to his post with the flames scarcely ten feet away and notified all the surrounding fire departments. Lieut. Heffley mourned the cremation of his new Marmon and saw his love and life work, post transportation, fast removed to complete ruin. When the smoke cleared away two charred timbers rose up like spectral sentries to guard the mass of twisted metal.

As a sort of an aftermath while the junk man cleared out the ruin several days later, Pardoe Martin looked on woefully, heaved a sigh and was heard to say: 'Oh, for a tidal wave or a hurricane. 'Tis all we have yet to experience.'"

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Twelve O1-E's from Mitchel Field, led by Major Ryan, accompanied Secretary Payne to Springfield, Mass., where an excellent new field (Bowles Field) was dedicated. An airport at Plattsburgh was opened by Lieut. Bobo Baxter (now closed for repairs) and the next opening is at Montpelier, Vt.

CATERPILLARS STILL JUMPING

The Caterpillar Club roster reminds one of a hotel register where names are always added and none erased. This roster of "Silk Sailors," as someone has dubbed Caterpillar Club members, already shows an imposing list of names.

The last record as of May 30th showed a total of 239 persons who trusted their lives to the efficiency of the parachute and were fully repaid for their confidence in this safety device. Since the resume in the last issue of the News Letter on the status of the Caterpillar Club, the names of several additional emergency parachute jumpers were called to the attention of the unofficial historian of this mythical organization.

An item in the Curtiss-Wright Review for June states:

"Robert Chew, test pilot from Valley Stream Base, marched up to a police booth recently and reported he was obliged to step off from a privately owned plane he was testing over the Rockaways on Long Island. This forced parachute jump makes him a member of the famous Caterpillar Club."

The date of Mr. Chew's jump has not been reported, nor is anything known at this time of the circumstances which compelled him to take leave of his airplane. It is hoped Mr. Chew, or some other kind person, will furnish the Air Corps Information Division with the necessary particulars regarding this latest initiation into the Caterpillar Club.

A communication recently received from Major Ross E. Rowell, United States Marine Corps, Commanding Headquarters Aircraft Squadron, West Coast Expeditionary Force, U.S. Naval Air Station, San Diego, Calif., reports that on May 19th four members of the Marine Corps saved their lives by jumping in parachutes, viz:

Second Lieutenant R. J. DeLacy, U.S.M.C.
Staff Sergeant I. V. Masters, U.S.M.C.
Gunnery Sergeant S. G. Davey, U.S.M.C.
Private 1st Class D. M. Anderson, U.S.M.C.

Major Rowell cites the circumstances connected with the emergency jumps of these men, as follows:

"A five-plane ground attack formation was being drilled for the instruction of new pilots. East of Chula Vista, Calif., at an altitude of about 2,500 feet, the planes were signalled into column from a vee formation. Two planes collided and locked together. All four of the occupants jumped safely and the planes crashed and burned. Gunnery Sergeant Davey, an observer, was stunned by the impact and in jumping fouled his 'chute on the plane. Although one panel was ripped for about seven feet and a shroud line broken, he descended safely."

Through Mr. Hugh J. Crossland, of the Thompson Aeronautical Corporation, Cleveland, Ohio, it was learned that as far back as March 11, 1930, one A.H. Dewitt, Air Mail Pilot, was initiated into the Caterpillar Club under rather exciting circumstances. But let Caterpillar Al. Dewitt tell his story:

"As Caterpillars are made, not born, I am submitting this report of my initiation to the Club. Caterpillars are usually found crawling around in trees, so it was nothing unusual to find myself, a newly hatched Caterpillar, climbing down a tall tree in which my parachute had become entangled.

At 7:30 on the evening of March 11th, I had started from Kalamazoo with a new Pitcairn, bound for Chicago. The weather in Michigan had been squally, and only our Detroit plane had managed to get in, and I, enjoying my day of leisure, had been elected to carry the mail on to Chicago. The weather reports down the line promised smooth sailing, with no snow squalls in sight.

I was soon pitching along nicely in a light snow with a strong wind and fairly good visibility until I got within a few miles of the South Bend airport. It was snowing hard then, but I could still distinguish the flash of the beacon. Mentally congratulating myself for being so close to an airport I went on at about 300 feet, but when I got within a mile of the field the visibility vanished altogether.

My idea then was to stick around and wait for the lights to come on, and so I started coaxing my instruments to make wide circles around where the fields had been. You probably know what a gale and a squall will do to nice circles, so I finally gave up that idea and started back to where I had first lost my visibility. Weird noises, rushing of wind and uncanny feelings, accompanied with the waving hands of the instruments, soon made me realize that the best thing to do was to disregard direction and try to grab some altitude. I managed to get a couple of thousand feet and went along fairly well for some time, when suddenly things got away from me. Dirt swirled out of the cockpit and I

started coming down in some wild way. I was ready to leave when a little bunch a halos spun in front of me. I jammed the stick forward and released it in time to see pinpoints of light flash by, and realized that I must have been spinning into some town.

By this time my only thought was to get high enough to bail out, if I didn't run out of the storm in the meantime. I finally gained altitude and flew fairly satisfactorily for a time, hoping that I would find a break. It was terribly rough and so when the ship finally got away from me and started down at the rate of 2,000 feet a minute, and nothing that I could do seemed to stop the descent, I cut the switches and unloosened my belt.

I didn't jump but simply flew out, clearing the ship immediately, which makes me think I was in an inverted dive. The only satisfaction I had in jumping is that the Beneficiary Department would soon be forwarding my wife her check. The next thing I knew I was crashing headfirst into the top of a tree, where I hung suspended by the entangled shrouds of my parachute. As I hung there I reviewed the situation, looked at my watch which showed 8:30 p.m., E.S.T., and carefully climbed down the tree, leaving the parachute waving in the top as a signal of truce to the elements.

I found the wreckage and we trained the mail, which was undamaged. Ten minutes later the moon was laughing at me, the ceiling unlimited."

A member of the First Pursuit Group of Selfridge Field, Mt. Clemens, Mich., Lieut. M. F. Slaght, Air Corps, was initiated into the Caterpillar Club on foreign territory. While passing over Kitchener, Ontario, Canada, on June 2nd, Lieut. Slaght was thrown from his airplane, and his parachute landed him safely in a city back yard. The newly initiated Caterpillar was a member of a squadron of 18 Pursuit planes, in command of Captain Victor H. Strahm, which were traveling from Selfridge Field to Kingston, Ontario. According to Lieut. Slaght, the squadron was traveling at an altitude of 3,000 feet, and when approaching the city of Kitchener the airmen dived their planes slightly. The safety belt around his body, which is attached to the plane, snapped, and the sudden impact of air currents forced him from his machine. Slaght missed the high tension electric wires which pass over the district by between 18 and 20 feet, the wind carrying him safely over. The other pilots, after watching Slaght land safely, proceeded on their way.

It will be noted from the foregoing, that seven new names have been added to the Caterpillar Club, thereby boosting the membership to 246, and the number of emergency jumps to 258, twelve of the jumps being repeaters.

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A NOVEL NIGHT FORMATION FLIGHT OVER NEW YORK

One of the prettiest sights ever seen over New York City was witnessed one night recently when three planes from Mitchel Field flew a formation over the Garden Party on Governors Island.

The three planes were rigged with two rows of electric lights along the bottom of the lower wing and fuselage which were controllable from the cockpits. Flying in close formation the ships gave the impression of three jeweled crosses and presented as unusual a sight as one would care to behold. Even the hard working souls holding down the benches in the Battery were said to have lost their seats when they got up to look at the formation passing over.

In addition to this formation, every available airplane on the field was engaged in simulating a massed attack on Governors Island for the benefit of the crowds.

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FLYING RATINGS IN THE AIR CORPS

The Army Air Corps lists four flying ratings by which flyers of this service are designated: Airplane Pilot (including Junior Airplane Pilot and Military Aviator), Air Observer, Airship Pilot and Balloon Observer.

All but 18 Air Corps officers have one or more of the above ratings, with 60% of all Air Corps officers holding more than one rating.

There are also 18 officers who hold all four ratings, with experience in all the branches of military aviation. These 18 officers are stationed in 15 different posts in the United States and its possessions. In rank they are three majors, three captains, and the remaining twelve first lieutenants.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Brigadier-General Benjamin D. Foulois, Assistant Chief of Air Corps, from duty as Chief of Materiel Division, Wright Field, Dayton, Ohio, to Office Chief of the Air Corps, Washington, July 1, 1930.

Major Albert L. Sneed, Rockwell Field, Calif., to Materiel Division, Wright Field, Dayton, Ohio, effective July 30, 1930.

Major Barton K. Yount, Air Corps Tactical School, Langley Field, Va., to Rockwell Field, Coronado, Calif., to assume command.

Captain Wm. F. Volandt, upon completion of tour of duty in Philippines, to Office Chief of Air Corps, Washington, D.C.

Captain Lloyd L. Harvey, Fort Crockett, Texas, to Fort Leavenworth, Kansas, for duty as student 1930-1932 course at Command and General Staff School.

Captain Alfred I. Puryear, Langley Field, Va., to Fort Bragg, N.C., for duty with 2nd Balloon Company.

Upon completion of tour of duty in Philippines, Captain Arthur W. Brock to proceed to Langley Field, Va., for duty.

Upon arrival in United States from Hawaii, Captain Harry C. Drayton to Walter Reed General Hospital for observation and treatment.

1st Lieut. Edward H. White, upon completion of present course of instruction at Advanced Flying School, Kelly Field, to Duncan Field, Texas.

1st Lieut. Edgar M. Fogelsonger, Fort Sill, Oklahoma, to Fort Bragg, N.C., for duty with 2nd Balloon Company.

1st Lieut. James T. Hutchison from Letterman General Hospital to Walter Reed General Hospital for observation and treatment.

1st Lieut. Ralph A. Snavely, Kelly Field, Texas, to Rockwell Field, Calif., effective September 1, 1930.

2nd Lieut. John A. Samford, Fort Crockett, Texas, to Air Corps Training Center, Duncan Field, Texas.

2nd Lieut. Maurice C. Bisson, Kelly Field, to Langley Field, Va.

1st Lieut. James C. Cluck, Office Chief of the Air Corps, to Detroit, Mich., for duty as Procurement Planning Representative of the Air Corps, August 29, 1930.

2nd Lieut. James W. McCauley, Fort Sill, Oklahoma, to Air Corps Training Center, Duncan Field, Texas, August 15, 1930.

Reserve Officers ordered to extended active duty: July 2 to December 31, 30 2nd Lieut. Charles Frederick Scott, Farmingdale, L.I., New York, to Selfridge Field, Mich. - 2nd Lieut. Wm. Warner Caldwell, Oakland, Calif., to Rockwell Field, Calif. - 2nd Lieut. Robert K. Urban, Abilene, Texas, to Rockwell Field, Calif., - 2nd Lieut. Harry W. Fowler, San Antonio, Texas, to Dodd Field, Fort Sam Houston, Texas, - 2nd Lieut. Wm. Groen, Jr., Whittier, Calif., to Rockwell Field, - 2nd Lieut. Sheldon B. Yoder, Almont, Mich., to Selfridge Field, Mich. - 2nd Lieut. Horace J. Reid, Pilger, Neb., to Selfridge Field, Mich., - 2nd Lieut. Carl Brewer Fry, Pasadena, Calif., to Rockwell Field; June 29 to Dec. 27, 1930 - 2nd Lieut. Henry Bishop Fisher, San Francisco, Calif., to Crissy Field, Calif., - 2nd Lieut. James H. Gray, Champaign, Ill., to Selfridge Field, Mich. - 2nd Lieut. Willard J. Venen, Harrisburg, Pa., to Langley Field, Va.; June 15, '30 to June 14 1931 - 2nd Lieut. George Raymond Cullman, Jersey City, N.J., to Mitchel Field, New York; July 6, 1930 to June 30, 1931: 2nd Lieut. William Russell Bradford, Bonham, Texas, to Fort Sam Houston, Texas.

Relieved from Detail to the Air Corps: 2nd Lieut. Harlan C. Parks to the Hawaiian Department for duty with the Coast Artillery Corps.

2nd Lieut. George R. Evans to Infantry, 2nd Div., Fort Sam Houston, Texas.

Detailed to the Air Corps and to Primary Flying School, Brooks Field, Texas, not later than July 1, 1930, for training: 2nd Lieut. Raymond E. Bell, Infantry; 2nd Lieut. Howard Q. Huglin, Field Artillery.

Promotions: Lieut.-Colonel Ira F. Fravel to Colonel, rank from May 14, 1930.
Major Jacob E. Fickel to Lieut.-Colonel, rank from May 14, 1930.
Major Rush B. Lincoln to Lieut.-Colonel, rank from May 21, 1930.
1st Lieut. John M. Clark to Captain, rank from May 25, 1930.
1st Lieut. Rowland C.W. Blessley to Captain, rank from May 27, 1930.
1st Lieut. Arthur Thomas to Captain, rank from May 29, 1930.
2nd Lieut. William D. Old to 1st Lieutenant, rank from May 15, 1930.
2nd Lieut. Elmer T. Rundquist to 1st Lieutenant, rank from May 21, 1930.
2nd Lieut. David M. Ramsay to 1st Lieutenant, rank from May 27, 1930.
2nd Lieut. Harold G. Peterson to 1st Lieutenant, rank from May 29, 1930.

Promotions (Continued)

2nd Lieut. George F. Schulgen to 1st Lieutenant, rank from May 31, 1930.
2nd Lieut. Otto P. Weyland to 1st Lieutenant, rank from June 2, 1930.
2nd Lieut. Reginald R. Gillespie to 1st Lieutenant, rank from June 7,1930.
2nd Lieut. Kirtley J. Gregg to 1st Lieutenant, rank from June 10, 1930.
Resignation: 2nd Lieutenant Sidney John Nelson.

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MARCH FIELD STUDENTS GRADUATE TO A.F.S.

June 27, 1930, marked the graduation from the Primary Flying School at March Field, Riverside, Calif., of 19 student officers, who were ordered to the Advanced Flying School at Kelly Field, Texas, to take the advanced course, viz:

Second Lieutenants

Donald W. Armagost, Cavalry	Jerald W. McCoy, Infantry
Harold H. Bassett, Corps of Engineers	Phineas J. Morrill, Infantry
Roger J. Browne, Cavalry	Pearl H. Robey, Infantry
Melie J. Coutlee, Infantry	Marshall S. Roth, Q.M. Corps.
Roy G. Cuno, Infantry	Dwight B. Schannep, Field Artillery
Rudolph Fink, Coast Artillery Corps	Charles Sommers, Signal Corps.
John C. Horton, Field Artillery	Keene Watkins, Infantry.
William E. Karnes, Cavalry	Emery S. Wetzel, Field Artillery.
Donald J. Keirn, Field Artillery	Don Z. Zimmerman, Corps Engineers

Robert M. Kraft, Field Artillery

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PROMOTION OF ENLISTED MEN OF THE AIR CORPS

The following noncommissioned officers of the Air Corps recently received promotions:

To Master Sergeant

Technical Sergeant Alvan Killgore, 41st School Squadron, Kelly Field, Texas.
Technical Sergeant Arvin E. Miller, 19th Airship Company, Langley Field, Va.
Technical Sergeant Vernon H. Merson, 20th Photo Section, Langley Field, Va.
Technical Sergeant Edwin B. Woodward, 52nd School Squadron, Brooks Field,Texas.
Technical Sergeant Emil E. LaLonde, 17th Pursuit Squadron, Selfridge Field.

To Technical Sergeant

Staff Sergeant Thomas R. Harmon, 90th Attack Squadron, Fort Crockett, Texas.
Staff Sergeant Andrew F. Hygaard, 13th Attack Squadron, Fort Crockett, Texas.
Staff Sergeant Estes Lamb, 8th Attack Squadron, Fort Crockett, Texas.
Staff Sergeant Archie L. Ferguson, Marshall Field, Fort Riley, Kansas.
Staff Sergeant Albert G. Junkert, March Field, Riverside, Calif.
Staff Sergeant James C. Arnold, 95th Pursuit Squadron, Rockwell Field, Calif.
Staff Sergeant Frank J. Siebenaler, 66th Service Squadron, Philippines.
Staff Sergeant Leamon V. Ward, 22nd Observation Squadron, Maxwell Field, Ala.
Staff Sergeant Edgar J. Raymond, 91st Observation Squadron, Crissy Field,Calif.
Staff Sergeant John P. O'Callaghan, 20th Photo Section, Brooks Field, Texas.
Staff Sergeant John R.D. Wallace, 52nd School Squadron, Brooks Field, Texas.
Staff Sergeant Hugh J. Marth, 17th Pursuit Squadron, Selfridge Field, Mich.

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RETIREMENT OF AIR CORPS ENLISTED MEN

The following noncommissioned officers of the Air Corps were recently placed upon the retired list:

Master Sergeant Edward Ward, 20th Photo Section, Brooks Field, Texas.
Master Sergeant Hjelmar Ekman, 53rd School Squadron, March Field, Calif.
Master Sergeant Patrick Foy, 17th Pursuit Squadron, Selfridge Field, Mich., after 37 years' service.
Master Sergeant James B. Premo, 41st School Squadron, Kelly Field, Texas.

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The enlisted strength of the Army Air Corps on April 30, 1930 (last available figures) was 11,935, including 293 Flying Cadets.

ADVANCED FLYING SCHOOL GRADUATES 95 STUDENTS

Graduation exercises of the June, 1930, Class of the Advanced Flying School at Kelly Field, Texas, were held on June 21st at the Air Corps Training Center, the class consisting of 16 officers of the Regular Army, one officer of the Colombian Army, 77 Flying Cadets and one noncommissioned officer. These 95 graduates are divided among the special branches of aviation, as follows: Attack, 18; Bombardment, 15; Observation, 22; Pursuit, 40.

The graduating class participated in the Randolph Field dedication on June 20th.

The Flying Cadets were discharged on June 23rd, having been awarded commissions as 2nd Lieutenants in the Air Corps Reserve. Those accepting extended active duty proceeded to the stations to which they were assigned on the following day. Altogether, 59 Flying Cadets received orders to active duty under their status as Reserve officers, and were assigned to stations, as follows: 3 to Marshall Field, Fort Riley, Kansas; 5 to Maxwell Field, Montgomery, Ala.; 10 to Fort Crockett, Galveston, Texas; 6 to Langley Field, Va.; 11 to Selfridge Field, Mt. Clemens, Mich.; 6 to Post Field, Fort Sill, Okla.; 4 to Crissy Field, Presidio of San Francisco, Calif.; 8 to Rockwell Field Coronado, Calif.; 3 to Fort Sam Houston, Texas, and 3 to Mitchel Field, Long Island, New York.

The graduating class is listed below, as follows:

Officers of the Regular Army

2nd Lieutenant James E. Briggs, Field Artillery, Rochester, New York.
" James K. DeArmond, Signal Corps, Butler, Missouri.
" Fay O. Dice, Air Corps, Kewanee, Illinois.
" Robert L. Easton, Field Artillery, Eugene, Oregon.
" John F. Egan, Air Corps, New York City.
" Laurence S. Kuter, Field Artillery, Rockford, Illinois.
" David P. Laubach, Corps of Engineers, Easton, Pa.
" Richard P. O'Keefe, Field Artillery, Marshall, Michigan.
" John W. Persons, Air Corps, Montgomery, Ala.
" William L. Ritchie, Field Artillery, Helena, Arkansas.
" William C. Sams, Jr., Infantry, Meridian, Miss.
" Delma T. Spivey, Infantry, Whaleyville, Virginia.
" Fred O. Talley, Infantry, Council Grove, Kansas.
" Edward H. White, Air Corps, Fort Wayne, Indiana.
" Otto Wienecke, Air Corps, New York City.
" Murray C. Woodbury, Air Corps, Burlington, Vermont.

Flying Cadets

Joseph A. Anderson,	San Diego, Calif.	Philip W. Hatch,	New Haven, Mass.
Joe Shirley Anderson,	Honea Path, S.C.	Robert J. Hixon,	Greencastle, Ind.
Paul S. Baker,	Wollaston, Mass.	Robt. W. Humphreys,	Keithsburg, Ill.
John Bonnell,	Chicago, Ill.	Lloyd E. Hunt,	Cincinnati, Ohio.
Claude E. Brignall,	Chicago, Ill.	Francis I. Jacobs,	Cincinnati, Ohio.
Joe C. Britton,	Enid, Oklahoma.	Claris E. Johnson,	Champaign, Ill.
Eugene D. Blakeney,	Chapel Hill, N.C.	Francis X. Kelly,	Washington, D.C.
Lawrence T. Broeran,	Portland, Oregon.	Edward F. Kiessig,	San Diego, Calif.
Vernon M. Byrne,	Sarinemin, Ill.	J.David Kreysler,	Redlands, Calif.
Frank P. Bostrom,	Bangor, Maine.	Winston W. Kratz,	Louisville, Ky.
Willis G. Carter,	College Station, Tex.	George C. Kruse,	Urbana, Ill.
Edgar G.Carlisle,Jr.	Wayne, Pa.	Harold A.Lidster,	Nashville, Tenn.
William B. Clements,	Durand, Ga.	Chas. H.Leitner,Jr.	Spartanburg,S.C.
Ralston L. Crew	Kern Creek, Nevada.	Richard M.McGlinn,	S.Bellingham,Wash
Robt. P. Doolittle,	South Bend, Ind.	Chas. T. Maxwell,	Indianapolis, Ind.
Cornelius K. Dunbar,	Cincinnati, O.	Davenport Mechem,	Los Cruces, N.M.
Lawrence A. Duncan,	Tuscaloosa, Ala.	Chas. H. Miller,	Lexington, Ky.
Harold W. Fairchild,	Cambridge, Mass.	Laddie J. Miller,	Oakland, Calif.
Marshall H. Fay,	Winchester, Mass.	Austin S.Merrifield,	Venice,Calif.
James A. Fisk,	San Diego, Calif.	Kenneth W. Mosher,	Sandwich, Ill.
Harry B. Fleming,	Weleetka, Oklahoma.	Russell W. Munson,	Laramie, Wyoming.
Faun W.Freeborn,Jr.	Picher, Oklahoma.	Reginald L.Needham,	Lorena, Texas.
Eldred L. Gann,	Bairden, Kansas.	Orville L. Oakes,	Tucson, Arizona.
Ralph J. Gibbons,	Walla Walla, Wash.	Wallace O'Daniels,	Seattle, Wash.
James N. Going,	Topeka, Kansas.	Herbert A. Orr,	North Adams,Mass.
Jonathan E. Grasty,	Austin, Texas.	Olof P. Pierson,	Boston, Mass.
Harlow B. Grow,	Sandy, Utah.	J.Morris Pincomb,	Overland Pk, Kans.

Flying Cadets (Continued)

Howard R. Poppen,	Peoria, Ill.	R. Milo Thornton,	Los Angeles, Calif.
Carl E. Recknagel,	Springfield, O.	Ashby H. Toulmin,	Mobile, Ala.
Robert S. Riley,	Worcester, Mass.	Lester E. Wagner,	St. Paul, Minn.
George E. Rodieck	San Antonio, Tex.	Byron Q. Van Cott,	Salt Lake City, Utah.
Lloyd L. Sailor,	Champaign, Ill.	Louis S. Wait,	Superior, Nebraska.
John E. Sandow,	Amherst, Mass.	Paul Waterman,	Providence, R.I.
Wm. H. Sherwood,	Waterford, Pa.	Felix Waitkus,	Chicago, Ill.
James Hudson Smart,	Tucson, Arizona.	William R. White,	Indianapolis, Ind.
Curtis E.Smith,Jr.	Augusta, Ga.	Francis A. Wilgus,	Rockford, Ill.
Frank LeRoy Smith,	Mt.Airy, N.C.	Clifton D. Wright,	Rock Hill, S.C.
William H. Sykes,Jr.	Blacksburg,Va.	Stanley J. Young,	Oshkosh, Wis.
Thomas L. Taylor,	Columbia, S.C.		

Noncommissioned Officer, A.C.

Staff Sergeant Maurice M. Beach, San Antonio, Texas.

Foreign Officer

Henrique Santa-Maria, Colombian Army.

As is customary, sometime before graduation the students made a long cross-country flight. On May 26th, a flight of 10 Bombardment students in five LB-5 airplanes, left Kelly Field and returned on May 31st. The flight was accompanied by 1st Lieut. R. A. Snavely and 2nd Lieut. H.R. Baxter. Muskogee, Oklahoma, was visited on the 26th, the date the field was dedicated by the Secretary of War. The night of the 27th was spent at Fort Sill, Oklahoma. Due to inclement weather a stop was made overnight at Midland, Texas, on May 28th. The next overnight stop was at El Paso, Texas.

The Observation Section cleared Kelly Field on May 28th with 16 planes. The flight was composed of 24 students, 3 instructors and 3 enlisted mechanics. The personnel were guests of the City of Pine Bluff, Arkansas, on the night of the 28th. The committee in charge of arrangements in that city provided an entertaining evening. The next day a flight was made to Fort Sill, and on the 30th the flight continued to El Paso. The section returned to Kelly Field on June 1st

It may be remarked that through one of those strange coincidences which happen now and then, the number of students graduating from the Advanced Flying School on February 27th last (95) was the same as the number graduating on June 21st. Since October, 1928, a total of 560 students graduated from the Advanced Flying School, itemized as follows: October, 1928, 63; February, 1929, 85; June, 1929, 103; October, 1929, 119; February, 1930, 95; June, 1930, 95.

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NEW EQUIPMENT FOR THE AIR CORPS

Contracts for new airplanes, engines, and accessories, involving an expenditure of $11,299,978.97, were recently approved by the War Department. Under the outlay of the sum above mentioned, the Air Corps will secure in the near future 402 airplanes with spare parts and 1004 engines with spare parts. The purchase of this equipment for the Air Corps will be paid for out of the funds made available by the 1931 Army Appropriation Bill, which was approved by the President on May 28th.

The Douglas Company, of Santa Monica, Calif., was awarded a contract for $2,221,635.30, covering 146 Model BT-2B Basic Training airplanes with spare parts and 44 Model O-38 Observation airplanes with spare parts.

The contract totalling $1,543,183.90, awarded the Boeing Airplane Company, Seattle, Washington, covers 131 Model P-12C Pursuit planes with spare parts.

Under its contract with the Air Corps, the Thomas-Morse Aircraft Corporation Buffalo, New York, is to construct 71 Model O-19C Observation planes, with spare parts, at a total cost of $1,018,126.20.

For the total sum of $437,832.65, the Sikorsky Aviation Corporation of Bridgeport, Conn., under its contract, will construct for the Air Corps ten Sikorsky Amphibian airplanes, with spare parts.

A contract for 128 "Cyclone" engines, Model R-1750, with spare parts, amounting to $742,643.13, was awarded the Wright Aeronautical Corporation of Paterson, N.J.

The Pratt & Whitney Aircraft Co., of Hartford, Conn., received a contract for $3,802,763.32, covering 684 "Wasp," 450 horsepower engines and spare parts, and the Curtiss Aeroplane and Motor Company received one for $1,533,796.27, covering 40 Model D-12-E, 420 horsepower engines and spare parts, and 152 Model V-1570, 600 horsepower engines and spare parts. Included among the V-1570 type of engines are some geared and supercharged types.

V-6058, A.C.

FLYING INSTRUCTORS SCHOOL IN SESSION AT KELLY FIELD

With an enrollment of 27 students, the Air Corps's annual flying instructors' school opened at Kelly Field on June 1st. Lieut. Robert D. Knapp, Air Corps, of Brooks Field, Texas, was designated Director of the school during the 30-day period of the course.

Training and qualification of officers as instructors at Brooks, Kelly and March fields is the purpose of the school. Special emphasis is given to maintenance of uniform methods and standards of training in the Primary Flying Schools at Brooks and March fields.

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A NEW HOLE-IN-ONE-CLUB

A new kind of hole-in-one-club was organized by two Mitchel Field flyers, Lieuts. Lorry Tindal and "Sadie" Steed - a sort of a land 'em on the fairway and approach the green with a tire game. Of course, you must conform strictly to rules, and it is only after diligent practice at ground-looping and throwing that tire high, wide and handsome for a perfect pitch shot to the green that you can qualify for membership in this club. Then, too, the handicaps are all pretty high as yet, but the players are heading doggedly towards scratch - only one scratch.

To present the story to you truthfully, these two men, enroute to Mitchel from Camp Dix, were forced down low by fog. After barging up the Hudson to no avail in an endeavor to circle the "soupy" weather, they gave up the ghost and decided to land. Pelham Bay Golf Course loomed up under them and they decided to put it down. Steed went in first and was forced to ground-loop to keep from running into some trees. In doing so a portion of the landing gear parted company with the plane. The flyers were heartily welcomed with shouts of "Fore," and were well taken care of until the necessary repairs were made.

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NEW AIRPORT DEDICATED AT LOS ANGELES, CALIF.

The new Los Angeles Municipal Airport, formerly Mines Field, near Inglewood, was dedicated June 7th and 8th. This airport was the site of the 1928 National Air Races. Army Observation, Pursuit and Bombardment planes, Navy and Marine Corps, National Guard planes were represented, also planes from the Primary Flying School at March Field. Altogether, the two-day celebration was a large affair. The 40th Division Aviation from Griffith Park, Los Angeles, sent over seven ships, of which number five O2's put on a short formation flight. The Adjutant General of California, General Mittelstaedt, representing the Governor, flew over with the Guardsmen and delivered an address. The Goodyear Blimp "Volunteer" was the kick of the show, as it dropped down within speaking distance, jettisoned some flowers, then placidly set down.

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RESERVE OFFICERS LOSE LIVES IN AIRPLANE CRASH

Captain Albert E. Flood and Lieut. Benjamin Berkowitz, flying together in a PT plane from Mitchel Field, were both instantly killed on Sunday, June 29th, when their plane crashed between the Meadowbrook and the Salisbury Country Clubs, only a few hundred yards from the edge of the Army airdrome.

They had been aloft about a half hour on a training flight and were coming out of a spiral when, it is believed, their motor quit and, to avoid crashing into the crowds of golfers on the links nearby, they stretched their glide, causing the plane to fall off and spin into the ground. The customary Board of Investigation, appointed soon after the accident happened, will no doubt discover the actual cause of the tragedy as nearly as it is possible to do so.

Both officers were Group I pilots, and both were the most active of the "inactive" status Air Corps Reserve pilots in the 2nd Corps Area, rarely missing a Sunday or one other day in the week when they were not out for their flying at Mitchel Field.

Captain Flood was an assistant principal of a New York school, and Lieut. Berkowitz was in the real estate business in the city. The former had been a

cadet colonel of his class at Princeton Ground School, where he received his ground training during the War, later receiving instruction in flying at one of the southern flying fields and subsequently being placed on duty as flying instructor. He was lately promoted to Captain in the Air Corps Reserve.

Lieut. Berkowitz saw flying service overseas, where he was a Pursuit pilot. Both officers were neighbors in the Bronx and inseparable comrades in life, even as they were in death. Their tragic fate will leave a deep and lasting impression in the Air Corps, as they had a host of friends both among the Regular and Reserve personnel.

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CONGRATULATIONS FOR TRANS ATLANTIC FLYERS

Recognizing the splendid achievement of Captain Charles Kingsford Smith, pilot of the airplane "Southern Cross," in negotiating the most difficult flight across the Atlantic, east to west, the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, forwarded to him the following message:

"Hearty congratulations on the splendid airmanship of yourself and your associates in piloting the Southern Cross to the United States. In the successful completion of your flight you have made a new and important entry in the international oceanic airways log. Your pioneering effort has won world-wide acclaim and admiration."

Major-General James E. Fechet, Chief of the Air Corps, forwarded the following message to the flier who just added the Atlantic Ocean flight to his conquest of the Pacific two years ago:

"The United States Army Air Corps salutes your splendid attainment and welcomes the Southern Cross on its return to American soil. Congratulations to yourself and crew."

The members of the crew on the Southern Cross on this epoch-making flight were Evert Van Dyk, whom Captain Kingsford-Smith called the "Flying Dutchman;" Captain J. Patrick Saul, the Irish navigator, whom he called Paddy, and "Little Johnny Stannage," the Australian wireless operator.

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RETIREMENT OF MASTER SERGEANT WARD

After 28 years and seven months of active service, Master Sergeant Edward Ward, 20th Photo Section, Air Corps, Brooks Field, Texas, was placed on the retired list.

Sergeant Ward first enlisted in the Coast Artillery August 26, 1901. He went with the Signal Corps Nov. 17, 1904, and served with that branch of the service until August 24, 1917, when he was commissioned a First Lieutenant. Following his discharge from the service, because of the expiration of the World War emergency, he reenlisted with the Air Corps on November 1, 1919, and has served therewith until the date of his retirement.

For the past eleven years Sergeant Ward was in charge of photographic laboratories and instructed in photography. The orders announcing his retirement expressed the devotion and loyalty which marked Sergeant Ward's service in the Army. The Sergeant also holds a commission as Captain in the Signal Corps Reserve.

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Nichols Field, Rizal, P.I.:

28th Bombardment Squadron: The usual exodus of vacationists, seeking to avoid the hot weather, took place this month, with Baguio in the lead as the most popular resort. Among those leaving were Capt. Brock and family, Lieut. Phillips and family, Lieut. and Mrs. Steel, and a large representation of enlisted personnel.

Despite the fact that the Inter-Squadron Basketball league is not yet under way, our Squadron team played several games with fast teams in and around Manila. Among the teams we have met were the fast Philippine Olympics and the strong Sternberg Hospital five. From present indications, our court men will take the Post Cup for the fourth consecutive season.

2d Observation Squadron: The Squadron has not yet fully completed the annual aerial gunnery season, the phases on aerial tow targets still remaining to be fired. The leading scorers on the ground targets are Lieut. Shea with 216 bombing and 638 machine guns, and Capt. Giles, with 175 bombing and 650 machine guns.

On April 22d Major Harms, Lieuts. Grisham, McDonnell, Backes and Nowland, with three mechanics, Sgts. Smith, Podolski and Pust, took off in three Loening Amphibians on a tour of the Southern Islands, expecting to be gone a week or ten days.

Headquarters Detachment, 4th Composite Group: Organization Day was celebrated by a picnic at the Malabon Reservoir, and a good time was had by all.

The Inter-Squadron Duck-Pin Tournament is again well under way, the Headquarters team being third from the top.

On April 16th Nichols Field lost a ball game to the Post of Manila. It started out to be a very close game until Willmer, 1st baseman of Nichold Field, was sent to the bench, and in one inning the Post of Manila gained enough to win the game. On April 22d, the Nichols Field ball team travelled via reconnaissance bus to Ft. Stotsenburg for a double header. The team split even, the first game being won 5-1 and the second lost by the same score. Warrant Officer Jackson, formerly of Selfridge Field, is coaching the team the last half of the season and is doing very good work.

During the month two games were played with the ball team which will represent the Philippines in the coming Oriental Olympics to be held in Japan this month. This team is composed of the native players throughout the Islands. Nichols lost both games.

The Post Theatre acquired an amplifier unit and each show is enlivened by the playing of marches, jazz and classical selections. It is expected that work will be started soon on the installation of a Sound outfit, which will prove most welcome. The booking of silent pictures has now become quite a problem.

The Post Library recently received a new traveling library and reading interest has been revived.

Interest in the golf course has slumped a bit, due to the hot season.

40th Div. Aviation, Calif. Nat'l Guard, Griffith Park Airport, Los Angeles, Calif.

Capt. H.M. Elmendorf, C.O., of the 95th Pursuit Squadron stationed at Rockwell Field, Coronado, Calif., recently dropped in for an over-night stop, proceeding to his home station the next day. The 95th's P-12's are becoming more familiar at this post, and are always welcome.

Lieut. John Sewall, of the 115th Observation Squadron, recently completed a trip via air to Troy, Ohio, and return on business for the Waco Aircraft Co., of which he is Western Wholesale Sales Manager. Leaving L.A. via T.A.T. on the morning of April 10th, he reached Troy, via Kansas City and Columbus, on the 12th. Eight days were spent at the factory, and Jack reports a real thrill from the Taperwing-160 m.p.h. The return trip in a Model K-Kinner, covered several business stops on the way and was completed on the 26th. Lieut. Sewall is still trying to get over the fact that, instead of figuring on Douglas O-2 gas consumption, he averaged some 6½ gals. per hour for the entire 2500 miles back to the Coast.

The officers of this Squadron shot the practice round on the pistol range on May 25th, and the record course on June 8th. Results are not yet compiled, but it is hoped that most of the officers qualified.

Lieut. John Noe of this organization was recently added to the pilot staff of Western Air Express. That makes four of our pilots on the W.A.E. payroll.

Lieut. Leonard E. Thomas of the 115th Observation, sailed from San Francisco, May 29th on the Matson Line for a four months' trip around the world. The envy of his departure among the squadron was somewhat lessened by his farewell party given us.

Boeing's United Airport, near us, was the scene, on May 30th-31st and June 1st, of an elaborate Dedicatory program, including the usual civilian events. The Army was represented by Rockwell Field Pursuit and Bombardment.

Now that the perils of annual inspections for the year are over, the thought and plans of the Squadron are shaping themselves toward summer training camp at San Luis Obispo, July 26th-August 9th. The various Sections have turned in their ideas as to what they want and the general camp sdhedule is completed and OKed. This will be the second training camp at which we have the opportunity of working with the other branches, and from the lessons learned last year we hope that the 1930 camp will develop a smoothness and cooperation which can come only with actual inter-branch contact. Anyway, we are all looking forward to an experience which will make us a more useful and efficient outfit.

San Antonio Air Depot, Duncan Field, San Antonio, Texas, June 17th:

Major Wilfred M. Blunt, 5th Cavalry, of Fort Clark, Texas, while in this vicinity, paid a visit to the San Antonio Air Depot on the afternoon of May 27th.

1st Lieut. John M. Clark, A.C., Depot Supply Officer of the Fairfield Air Depot, Fairfield, Ohio, visited this Depot May 27th to June 1st on temporary duty for a conference on the storage and issue of supplies at Air Corps Depots. Lieut. Clark renewed old acquaintances, having formerly been on duty at this Depot and at Kelly Field for several years.

1st Lieut. Jack Greer and Edward M. Robbins, A.C., of Rockwell Field, Calif., were visitors at this Depot, June 2d to 4th, arriving by rail and ferrying two PT-3A's back to the Rockwell Air Depot.

1st Lieut. Lucas V. Beau, Jr., Air Corps Instructor with the 45th Division Aviation, Colo. National Guard, at Denver, arrived here June 5th and left on the 6th, ferrying an O2-H for delivery to the Colorado National Guard.

On June 5th the Depot had the honor of a visit from Col. Francisco J. Aguilar, Military Attache to the Mexican Embassy, while on a series of visits to the Army Service Schools of the United States for the purpose of making a study of the educational system of our Army. He was in this vicinity in order to visit the Air Corps Primary and Advanced Flying Schools. Colonel Aguilar, who was accompanied on his visit to the Depot by Brig.-General F.P. Lahm, Commanding General of The Air Corps Training Center, appeared deeply interested in and appreciative of the many and varied workings of the Air Corps maintenance engineering system as manifested at this depot.

A pleasant informal visit was received by the Depot on June 13th from Mr. R.D. Sundell, Divisional Engineer at Brownsville, Texas, of the Compania Mexicana de Aviacion, S.A., of Mexico City, who discussed matters of general aeronautical interest and was interested in viewing the operations of the Depot's engineering shops.

The following airplanes and engines were overhauled and repaired by the Engineering Department of this Depot during the month of May:-

Airplanes: Overhaul - 1 C-1, 2 DH-4M-1, 4 DH-4M-2T, 1 O2-H, 2 P1-A, 1 P1-D, 1 P1-E, 2 BT-1, 3 PT-3, 9 PT-3A, Total 26. Miscellaneous Repair: 3 A-3, 1 A-3A, 1 A-3B, 1 LB-5, 1 LB-5A, 1 C-7, 2 C-9, 3 O1-E, 2 O2, 1 O2-C, 5 O2-H, 1 O2-M3, 1 O3-B, 1 O-19B, 1 PW-9, 2 PW-9C, 3 PW-9D, 1 PT-3, 1 PT-3A, 1 NS, Total 33. Assembly Jobs: 3 PT-3A.

Engines: Major Overhaul - 24 Curtiss D-12, 21 Wright J-5, Total 45. Minor Overhaul: 74 Liberty, 8 Curtiss D-12, total 82.

V-6058, A.C.

Luke Field, T.H., June 10th:

2nd Lieuts. T.B. Anderson, J.H. Davies, I.M. Atterbury, J.M. Thompson and E.W. Rawlings, who arrived at Luke Field for a tour of foreign service, on March 21st, accepted commissions as Second Lieutenants, Air Corps, Regular Army, to have rank from May 8, 1930.

2nd Lieut. John H. Dulligan returned to Luke Field for duty, having finished the course for Cooks and Bakers at Schofield Barracks.

1st Lieut. James F.J. Early departed for Kamai on leave of absence on the 20th, having ceased to be a benedict, and will s ail for the mainland for duty with the 1st Balloon Co., at Ft. Sill, Okla., on the July 19th transport.

Sgt. Maurice Aubree of Luke Field, Champion long distance runner of Honolulu, running steadily with a stiff pace, clicking off distance over a sunbaked course with the tenacity of a bulldog, won the sixth annual A.C.A. modified Marathon run on May 30th, from the foot of Aloha Tower to the Waikiki Natatorium.

Aubree finished the race with a great burst of speed, being clocked at the finish by the judges in the time of 27 minutes 17 3-5 seconds, setting a new record for the course.

Pvt. Edwards, also of Luke Field, finished 6th, being clocked by the judges in the time of 29 minutes 52 seconds.

Third Attack Group, Ft. Crockett, Texas, June 2nd:

Nine planes of the 8th Attack Squadron led by Capt. Lotha A. Smith left last Saturday morning for Abilene, Texas, where they assisted in the dedication ceremonies of the new airport there.

The Ft. Crockett Inter-Squadron Baseball League has developed into a race between the 60th Service Squadron and the 90th Attack Squadron. The 90th has lost only one game and that one was to the 60th.

The present standing of the teams in the League is as follows:

Team	Played	Won	Lost	Pts.
60th Service Squadron	6	6	0	1.000
90th Attack Squadron	5	4	1	.800
13th Attack Squadron	6	1	5	.167
8th Attack Squadron	7	1	6	.143

Plans are being completed for a Post Tennis Tournament. A great deal of interest is taken in tennis here, and it is expected that some very fine matches will be seen during the tournament.

Lieut. John H. Fite is in the Base Hospital at Ft. Sam Houston, where he had a minor operation performed.

It was with a great deal of regret that we saw Lieuts. Walter Gross, Julius Flock, Robert Johnston and Reginald Heber leave the Group. They were transferred on the 1st of June to the Air Corps Training Center at Duncan Field.

Lieut. Alfred Beatie, who is in the Base Hospital at Ft. Sam Houston, is slowly recovering from the injuries he sustained in a crash here some time ago. Sgt. Criss, who was with Lieut. Beatie, at the time of the crash, is back at Ft. Crockett now.

Third Attack Group, Ft. Crockett, Texas, June 16th:

Recently when the U.S.S. "Galvenston" was in port, the personnel of the cruiser gave a farewell party and invited the entire personnel of the Third Attack Group. Those Marines and Sailors certainly did show us a perfect time. They sure do know how to entertain.

The present standing of the teams in the Fort Crockett Inter-Squadron Baseball League is as follows:

Team	Played	Won	Lost	Pts.
60th Service Squadron	10	9	1	.900
90th Attack Squadron	8	6	2	.750
8th Attack Squadron	10	3	7	.300
13th Attack Squadron	10	1	9	.100

Lieut. and Mrs. G.A. McHenry departed for Langley Field where Lieut. McHenry will attend the Tactical School. Lieut. McHenry was formerly Adjutant of Fort Crockett. When the 13th Attack Squadron was reorganized last November, he was appointed Commanding Officer thereof. Shortly before Lieut. and Mrs. McHenry left they were entertained with a beach party by the personnel of the 13th Squadron.

We regret to hear that we are going to lose Capt. Lloyd L. Harvey the latter part of this month. Capt. Harvey will attend the Command and Staff School at Ft. Leavenworth, Kans., for the 1930-31 course.

Lieut. and Mrs. Earle T. MacArthur returned home after their honeymoon. Mrs. MacArthur was formerly Miss Genevieve Harris of Denver, Colo.

Major Davenport Johnson just returned from Washington with the good news that an increase of 15 Attack planes is being contemplated for the Third Attack Group.

Moving pictures of the Third Attack Group were taken recently by the Paramount News Service under the direction of C.F. Garicke who took the first moving sound pictures for Paramount. Among the scenes that were shot were smoke screen demonstrations and maneuvers used in Attack Aviation.

For the past couple of weeks the pilots of the Third Attack Group have been doing quite a bit of night flying. Up to the present time there has always been a good sized crowd at the field watching the planes land and take off.

Under the command of Lieut. Robert F. Tate, six planes of the Third Attack Group, flew to Langley Field where demonstrations and instruction in Attack Aviation will be given the graduates of West Point Military Academy.

On the 19th of June, every available plane in the Third Attack Group took off for San Antonio to participate in the opening of Randolph Field.

Under the command of Major Davenport Johnson, twenty planes of the 8th and 13th Attack Squadrons took off from Randolph Field for a dawn to dusk flight to Chicago to participate in the Aerial Exposition on June 22nd and 23d. Nine of the planes were equipped for night flying in order to give demonstrations of night flying over Chicago.

Kelly Field, Texas, June 5th:

A miniature golf course of 18 holes has been constructed on Kelly Field. A splendid course has been made and the crowded condition proves the popularity of the game with the enlisted men of the field. The Recreation Officer is in charge of the course and the clubs are furnished without charge. The players furnish their own golf balls.

The Kelly Field Baseball League is now in full swing. All the squadrons on the field - eight - are represented. The 68th Service Squadron has had a clean record to date, leading the League with seven victories and no defeats. This team is playing in the San Antonio Senior League and making a very creditable showing. The 40th, 42nd, 43rd and 41st Squadrons are bunched together, with only a few points separating the team in second place from the team in the fifth place. The games have been well attended and much enthusiasm shown.

Wheeler Field, T.H., June 2nd:

18th Pursuit Group; 1st Lieut. James T. Hutchison and 2nd Lieut. D.H. Alkire departed from the Group last month for their new stations on the mainland. Upon completion of necessary treatment at Letterman General Hospital, Lt. Hutchison will proceed to Crissy Field. Lieut. Alkire is assigned to March Field. Bon Voyage was bid them in true Hawaiian fashion, with showers of Leis, Aloha's and an "Aloha flight" by the entire group as the transport rounded Diamond Head. The entire Group wishes them both every success at their new stations.

The Group made two Inter-Island cross-country flights during the month. On April 18th, twelve PW-9's of the 19th Pursuit Squadron escorted a flight of Bombers from the 5th Composite Group, Luke Field, to the island of Molokai on a "bombing mission". All ships landed on Homestead Field; a large field maintained by a Pineapple Plantation. On May 14th the Group, consisting of twenty-one PW-9's and one C-2 transport, flew to Maui, escorting the 5th Composite Group on a "bombing" problem to Hilo, Island of Hawaii. The PW-9's and C-2 landed on the Inter-Island Airways Field at Wailuku, Maui. The bombers, DH's and Amphibians continued on to Hilo. The flight from this point on was very disastrous for the 5th Composite Group, in that they lost one bomber and two Amphibians in crossing the channel.

The 18th Pursuit Group remained at Wailuku and were very hospitably entertained by the inhabitants. The following morning, the Group took off at 11:10 A.M., intercepted the 5th Composite Group on their return from Hilo, and returned to Wheeler Field, landing at 12:25 P.M.

On Saturday night, April 12th, four PW-9's, piloted by Lieuts. Vandenberg, Towle, Culbertson and Prindle, participated in the Aloha Water Carnival in

Honolulu Harbor by formation flying in searchlight beams, and dropping flares over the procession of brilliantly lighted boats. Lieut. Culbertson's ship spread a smoke screen across the mouth of the harbor. The many colored searchlights focussed on this smoke produced a very beautiful sight.

113th Obs. Squadron, Indiana Nat'l Guard, Indianapolis, Ind., June 14th:

During the past three years the 113th Observation Squadron has piled up what we think is a very enviable record. The drill attendance has never fallen below 75 percent and the turnover of enlisted men is less than 30 percent. During the three years that the Squadron has been operating off its own field there has been only one crack-up and no fatalities.

On June 8th, a battery of Anti-aircraft Artillery passed through our fair city en route to Ft. Sheridan, Ill. Equipped with high powered searchlights, and all the most modern anti-aircraft equipment, they paused long enough to demonstrate to the unsuspecting citizens that they are the babies to make the air "safe for the birdies". It was a very interesting demonstration, but too one-sided. Our pilots had a great deal of trouble keeping in the rays of the light and had to throttle down to keep from loosing the "defenders".

Plans are being formulated for a big time on July 4th. We expect to have an air circus, with stunts and features that have never been seen before in this part of the country. Cooperating with a battery of Field Artillery from the 139th F.A. 38th Division, the Squadron is going to stage a mimic war and, judging from preliminary details, this war is going to be a "Dandy". But we'll all lay our dough on the Air Corps.

Mitchel Field, L.I., N.Y., June 23rd:

Major Drury Mitchell,Q.M., and family, arrived on the field and have taken up their quarters. Major Mitchell will take over the vacancy left by Colonel Scott, who departed several months ago for Ft. Riley, Kansas.

Lieut. Johnny Covington dispatched a new rookie to the 1st Squadron supply room to get a sickle with which to cut the grass around the Operations Office, and the man returned with two signal flags. Figure that out.

Mrs. Trubee Davison has invited all the officers of the Post and their ladies to be her guests at her Long Island estate on the afternoon of June 28th. Tennis and swimming promise to be the main diversions in what we expect to be a thoroughly enjoyable day.

154th Observation Squadron, Arkansas National Guard, June 23rd:

The commissioned and enlisted personnel of this outfit are anxiously awaiting the morning of July 13th, when we leave for Pensacola, Florida, on our annual encampment of fifteen days. Our program calls for aerial gunnery, bombing, radio and pulling targets for the anti-aircraft unit of the Arkansas National Guard. The enlisted personnel has been divided into sections and the past year's regularly prescribed weekly drill program has been given over to instruction of these men in the work they will do during the summer encampment. These sections are Engineering, Radio, Armament, Supply, Transportation and Medical.

Weekly evenings of pistol practice were held in our indoor range during the winter, and these scores indicate that a high percentage of the squadron personnel will qualify as experts. These sessions were held by the Armament Officer, who has also thoroughly schooled the men in nomenclature, aiming, firing, etc.

Lieut. Neil G. Romich of the Supply Section had another silver bar added to the one he has had all this time, and two of our Second Lieutenants have been promoted to the first grade, - Lieuts. Ed Fee and Ellis Fagan. Lieuts. George Adams, John Howe, and Ed Garbacz just passed their tests and are now wearing their "Wings".

The Squadron baseball team is in mid-season form and has only lost one game this season. Our Athletic Officer is whipping the bunch into shape for some of the service teams around Pensacola this summer.

Our Squadron is mourning the loss of two members who died in the past month in crashes. Lieut. Jimmie Youngblood was killed in Tulsa, Okla., while flying a commercial ship; and Lieut. Bill Letzig, who was on active duty in Panama, was killed there while towing targets. Our Commanding Officer, Major J. Carroll Cone, was seriously injured at Billings, Mont., while flying a commercial ship.

We are to receive three new H's sometime before camp to help along the two overworked ones we now have.

One of our H's attracted quite a bit of attention flying around last Saturday afternoon with a target behind stretched out around three thousand feet. Capt. Baker, the Operations Officer, and one of the Armament Sergeants were testing out the equipment and getting in shape for lots of this a bit later on, but a lot of people thought they were about to lose something.

Selfridge Field, Mt.Clemens, Mich., June 6th:

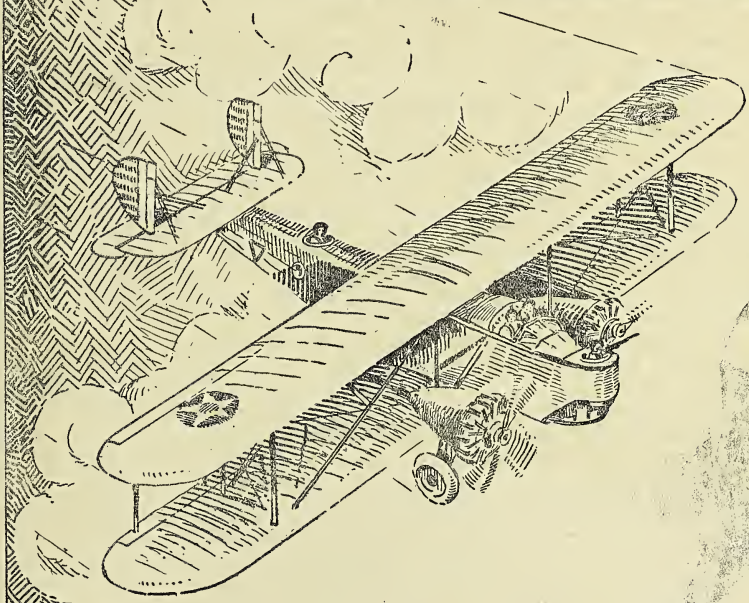
17th Pursuit Squadron: On Friday, June 6th, the 17th Pursuit Squadron gave a Squadron dinner, followed by a minstrel show by the men of the Squadron, under the direction of Lieut. K.A. Rogers.

At the request of the University of South Dakota, Lieut. L.O. Ryan, 17th Pursuit Squadron, made an extended cross-country flight to Vermilion, South Dakota, to participate in a celebration at the University. Lieut. Ryan acted as judge of the girls' glider contest, one of the important events of the day.

Lieut. F.E. Malick, Purdue University out-fielder, is coaching the 17th Pursuit Squadron baseball team.



AIR CORPS NEWS LETTER



—ISSUED BY—
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

VOL. XIV JULY 28, 1930 NO. 9

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VOL. XIV AIR CORPS NEWS NO. 9

Information Division, Air Corps — July 28, 1930 — Munitions Building, Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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A MID-AIR TRANSFER OF RADIO APPARATUS

Students of the Communications Course of the Air Corps Tactical School at Chanute Field, Rantoul, Ill., performed a rather unusual "stunt" during the course of the recent record endurance refueling flight of the Hunter Brothers of Chicago by transferring a headset and microphone to the occupants of the endurance plane and enabling them to broadcast to the world their experiences during their long grind over the Sky Harbor Airport at Chicago.

In connection with this latest achievement in refueling endurance flight, it is interesting to note that some 18 months after the Army flyers in the airplane "Question Mark" established a record for continuous flying of 150 hours, 40 minutes and 14 seconds, this record has now been almost quadrupled. When Dale Jackson and Forest O'Brine, flying over the Lambert-St. Louis Field from July 13 to July 30, 1929, landed with a continuous flying time record of 420 hours and 21 minutes, it was the generally accepted belief that the ultimate had been reached in endurance flight.

Although the Hunter Brothers are not from Missouri, but from Illinois - a neighboring State - they evidently belong to the same clan of Doubting Thomases and proceeded to show the world that their doubts were well founded. And now the refueling endurance flight record has been boosted to 553 hours, 41 minutes and 30 seconds. It was estimated that during the course of their long stay in the ozone they traveled approximately 41,475 miles.

But to return to the mission performed by the radio students of Chanute Field. On July 1st, a telephone message was received at Chanute Field from the Office of the Columbia Broadcasting Chain to the effect that they had requested the authority of the Assistant Secretary of War, the Hon. F. Trubee Davison, for a Chanute Field radio-equipped airplane to be immediately dispatched to the Sky Harbor Airport, Chicago, Ill., where the Hunter Brothers were making their refueling endurance flight, for the purpose of dropping a microphone and headset into the cabin of the record-breaking airplane - The City of Chicago - in order to enable the Hunter Brothers to broadcast over the Columbia Broadcasting Chain.

First Lieut. Ernest S. Moon, 2nd Lieut. Robert Schoenlein, Corporal Thomas E. Arnold amd Corporal Don C. Worley were detailed on this mission and immediately proceeded to make ready therefor. Shortly before noon a radiogram was received from the Office of the Chief of the Air Corps in Washington, authorizing the project. The airplane, with Lieut. Moon, pilot, and Corporal Worley, Airplane Mechanic, left Chanute Field immediately for Sky Harbor, and Lieut. Schoenlein and Corporal Arnold (Radio Mechanic) with some ground radio apparatus, spare tubes, batteries, etc., left by automobile about the same time.

Upon arrival, Lieut. Moon made all arrangements, and at five o'clock and twice daily thereafter, he and Lieut. Schoenlein made contact with the endurance plane by dropping a headset and microphone into their cabin, except on such occasions when the Hunter Brothers declined to receive the radio apparatus, probably due to experiencing some minor difficulty with their own airplane at the time.

On several occasions the radio contact between the Army and the endurance planes was very successful, thereby enabling the Hunter Brothers in their plane to talk via telephone to the Army airplane, which in turn transmitted their talk by radio, which was picked up on the ground (at Sky Harbor) and relayed again by telephone to the Broadcasting Station of WBBM in Chicago and simultaneously to all radio broadcasting stations throughout the United States which were on the Columbia Broadcasting Chain.

In addition to the above, a very novel performance was staged several times when a two-way conversation was held between members of the Hunter family and aviation officials on the ground and the Hunter Brothers in the

endurance airplane through the medium of dropping wires into the cabin of their plane from the Army radio-equipped airplane flying about thirty feet above, and simultaneously broadcasting the two-way conversation over the Columbia Radio network in a fashion similar to that described above.

The National Broadcasting Chain also broadcast the remarks of the Hunter Brothers while in the air, as well as the two-way conversation between the members of the Hunter family on the airdrome and the Hunter Boys in the endurance airplane.

The News Letter Correspondent states that he is of the belief that the record endurance flight created national interest, and that the accomplishments of the Chanute Field radio personnel in making radio contact with the endurance plane and disseminating the conversations over both the Columbia and National Broadcasting Radio Net Works brought the entire population of the United States in considerably more intimate contact with the record breakers than would have otherwise occurred through the newspapers or any other means.

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AIR CORPS ENGINEERING SCHOOL COMMENCEMENT

By A.M. Jacobs

Commencement exercises of the Air Corps Engineering School were held at the Wright Field auditorium on June 30th, at 11:30 o'clock. Brigadier-General B.D. Foulois presided and distributed the diplomas. In his address to the graduates and assembled officers and employees of the field, the General stressed the necessity of cooperation in the accomplishment of work, especially the spirit of cooperation that senior officers and executives should demonstrate to those working under their direction. He recited instances in his own experience when, as an enlisted man, the intelligent interest taken in him by certain of his superiors, even when enforcing disciplinary action, had left a lasting and beneficial impression.

General Foulois explained that he was going to Washington to take part in plans for the completion of the Five-Year Program for the Air Corps started in 1926. He begged the continued cooperation of the Materiel Division, so liberally shown here during his year as Chief, as an aid in that effort.

Luncheon for the students and their wives followed the exercises. Lieut.-Colonel Jacob E. Fickel, Acting Chief of the Division, presided. Major Leslie MacDill, Major C.W. Howard, Major O.P. Echols, Captain and Mrs. Gardner, Lieut. and Mrs. Albert F. Hegenberger were also guests. Later the party repaired to the auditorium where they were shown colored moving pictures made in the laboratories of the Eastman Kodak Company, depicting the arrival and reception of the Engineering School at the Eastman Kodak Company and at the Bosch and Lomb Company incident to their recent inspection trip through those plants upon a trip to Rochester, New York.

Out of the eleven graduates, eight were assigned to the Materiel Division, under the policy adopted by the Air Corps of making direct application of the technical training received during the year. The names of the graduating officers and their new assignments follow:

Lieut. A. W. Vanaman,	Procurement Section
Lieut. W. N. Amis,	Field Service Section
Lieut. O. R. Cook,	Airplane Branch
Lieut. A. C. Foulk,	Airplane Branch
Lieut. Paul H. Kemmer,	Equipment Branch
Lieut. C. D. McAllister,	Equipment Branch
Lieut. D. W. Watkins,	Power Plant Branch
Lieut. F. D. Klein,	Materials Branch.
Lieut. H.T. McCormick,	Air Corps District Inspector's Office, N.Y.City
Lieut. H. H. Couch,	March Field, Riverside, Calif.
Lieut. E. L. Eubank	Tactical School, Langley Field, Va.

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Professor J. C. Othus, of the Oregon State Agricultural College, is giving a series of lectures on Metallurgy and Metal Testing to the Air Corps Engineering School, which has secured his services until September 15th, after which he will return to Oregon.

INSTRUMENT FLYING AT ADVANCED FLYING SCHOOL

"Instrument Flying," the art of guiding an airplane through the air with the aid of instruments alone and without the pilot orienting himself on the horizon ahead, has been added to the curriculum of the Advanced Flying School of the Army Air Corps at Kelly Field, San Antonio, Texas.

A number of PT (Primary Training) planes, each with the rear cockpit equipped with an airspeed meter, altimeter, turn-and-bank indicator, tachometer and compass, and hooded over with an adjustable canvas hood, are used for the first phases of this instruction. Eight hours are given over to practice in this type of flying, the student being seated in the hooded cockpit and the instructor in the open one.

Starting with straight flying, the student learns to fly at a constant altitude and speed, and with the wings level along a compass course, gradually developing skill in this phase of flying and then advancing to making banks and turns until he can make these with creditable facility. The instructor travels along to watch out for aerial traffic and to check on the student's work. From the hooded primary type of plane the student advances to one of the larger basic training type planes with the front (pilot's) cockpit also hooded over and equipped with the complete set of standard instruments.

Supplementing the course in this type of flying are a number of lectures on the subject of instrument flying, or fog flying, to give it the name by which it is known to the flying fraternity both in the service and in civil life. Most important is the instruction given in the limitations of instrument flying, when it should be done and when it should be avoided. Only skilled pilots are able to fly in this manner, and even they have to be broken of the tendency to rely on their "flying instinct" and their "senses" altogether instead of on their instruments when they first set out under a completely covered cockpit which blots out all view of the sky.

"Flying instinct," said one instructor, "is a much abused term employed by writers of fiction with which to imbue their heroes. To a great extent instinct plays a part in the piloting of airplanes, but it must be used in conjunction with a good set of flying instruments when you find yourself in a fog or under a hooded cockpit which simulates the conditions of flying through a fog or clouds. Certain movements in the control of an airplane, which are reactions to one's senses, are instinctive, but these same senses cannot be relied upon under all conditions. A person in a whirling chair with his eyes closed will imagine himself whirling to the left after the chair has ceased whirling to the right and is no longer in motion. In a fog or clouds or heavy storm, a plane might be in a tail spin and the pilot may take it out of the spin, but for a number of seconds thereafter he will feel that he is then spinning in the opposite direction. The flying instruments, however, will indicate what is actually occurring.

Student flyers at the Air Corps Flying Schools are apt to be puzzled over the apparent conflict presented by instrument flying as opposed to the problems of normal flying. In common with flying students the world over, many of the beginners have to be broken of their tendency to rely on their flying instruments instead of on their senses when the ground and the sky are visible. Many a novice pilot has come to grief in gliding down to the ground and waiting until his altimeter reads "zero" before attempting to level off and land. Many another has relied on the reading of his airspeed meter to tell him when he is approaching the dangerous stalling speed. For this reason airspeed meters, also turn-and-bank indicators have been taken off the primary types of planes used for primary instruction. It is only after they have had considerable experience in handling airplanes that the flying school students are given this instrument-flying work.

Aside from the lectures touching on the mechanics of instrument flying, the greatest stress in subsequent lectures on this subject is laid on "when one should" and more particularly "when one should not" rely on the compass, turn-and-bank indicator and the rest of the fog-flying aids. In other words, the students are taught to differentiate between the conditions under which they should push on and those under which they should turn back and land.

For the present time the added course in instrument flying at the Advanced Flying School is considered tentative, its final adoption to be decided upon after a period of practical application.

THE ELEVENTH BOMBARDMENT SQUADRON

Among the famous units of the Air Corps of the United States Army, the 11th Bombardment Squadron takes a place at the top. Organized at Kelly Field, Texas, in the spring of 1917, this unit was originally intended as an Observation squadron, there being at that time no contemplated Bombardment units. During those hectic days of hurry and scramble, change and rechange, somehow there emerged a unit that was recognizable as such. In September the unit was ordered to Mitchel Field, Long Island, New York, for transportation overseas.

After a period of detention at this place, which at that time was little more than a mudhole, the unit finally received overseas orders and sailed for Sunny France in October. The crossing was without incident, and the organization arrived in England, where it was sent to Winchester to train with the British under the tutelage of the Royal Air Force, at that time the world's best. In this happy circumstance the Eleventh was exceptionally fortunate, as the personnel were given an opportunity to receive training and instruction from warriors who had seen part of a war.

After instruction and training by the Masters of the Art for a period of several months, in the spring the squadron was sent to the south of France to Air Service Replacement and Concentration Depot #5 at St. Maxient, where it was assumed they would be equipped and sent to the front. This happened! They were equipped - with picks and spades, saws and hammers, and put to work. The nearest airplane was at Tours, a hundred miles away, and for a period the Eleventh could forget that they were Air Service.

This unhappy condition did not last forever, as the unit was ordered to the front in July, taking station at Amanty, a little French mudhole in the vicinity of Colombey Les Belles and Grande Court. The Eleventh, which had been changed into a Bombardment unit, was to be a part of the First Day Bombardment Group, First American Army. In August they were equipped in time to get in on the St. Mihiel fray, in which they gave a splendid account of themselves considering the type of airplane used. Here it might be stated that the squadron was equipped with the famous American-built DeHaviland Four, known among flying men in France by more or less formidable designations.

About this time Captain Charles P. Heater, who had been for some months serving with the Independent Force, Britain's great bombing force, at that time working up the Saar and Rhine Valleys bombing German industrial cities, was placed in command. Heater had the experience, knowledge and personality for a great leader, and in a short time the unit was in a state of training and morale that rendered it a dangerous opponent for any air force. The Germans thought so, as later shown.

The First Day Bombardment Group was formed officially in September of 1918, consisting of the Eleventh, Captain Heater; the Twentieth, Captain Sellers; the Ninety-sixth, Captain Summerset; and the One Hundred and Sixty-sixth, Captain Parks, commanding. Captain Summers is now back in the Infantry; Captain Sellers is a member of the Air Corps Reserve, having served two periods of extended active duty at Langley Field, Va., in 1928 and 1929; and Captain Heater is in civil life. These four units constituted the entire effective Bombardment force of the United States at that time, and even at the time the Armistice was signed they had not been augmented. General William Mitchell, well known then and now, was Army Air Service Commander, First Army, and with him at the helm plenty of work was in store. He could and would work day and night, and everyone else was requested to do the same.

During the Meuse Argonne, first and second stages, this unit was called upon to carry its load of America's offensive gesture toward German power, and acquitted itself with honor. Severe casualties were sustained, but the effects were overcome. The highest spot in the Eleventh's record is the fact that any mission it was called on to perform was carried out, regardless of difficulties. It possessed as brilliant a combat record as any unit, being officially credited with the destruction of thirteen enemy aircraft, twelve successful raids on enemy territory, and many of its individual members being decorated by the United States, England and France. Each successful raid was equivalent to the action of much artillery, and this effect was felt far beyond the extreme range of artillery.

After the Armistice, the unit was ordered about and finally reached home in 1919. After a short stay at Mitchel Field, it was reorganized, many of the old members being weary of war and its attendant miseries, having accepted discharge and the sixty dollars. But many youngsters who had missed service because of

youth began to enlist, and the unit was rebuilt and ordered to the Mexican Border, taking home station at Kelly Field, from whence it had started many months before. It left Kelly Field as an organization of the Army and returned a unit of America's fighting forces, a distinction that may be hidden from the layman but well known to any veteran.

During the years 1920 and 1921 not much happened to the Eleventh, that is, anything which may be called unusual. In 1922 it was ordered to Langley Field, Va., where it carried on under the command of Lieut. James Grisham. Arriving at Langley, it became again a part of the Second Bombardment Group, composed of those illustrious units which had made up the organization during the War. They were equipped with Martin Bombers, at that time the most menacing war machine in existence, and proceeded again to a state of training which would justify the record held before.

In 1923, General Mitchell, having secured two battleships - the VIRGINIA and the NEW JERSEY - prepared a strenuous program. He came down to Langley Field and took active charge, and only those who know him can appreciate what "active charge" by General Mitchell meant. Along with practice bombing, it was planned to move the entire Group from Langley to Bangor, Maine, between daylight and darkness. Old heads said it couldn't be done and lots of young ones argued. When General Mitchell gave the signal, the Group, under the command of Major John Reynolds, took off from Langley Field, 27 ships strong, with enough tentage, rations and equipment for the establishment of a camp.

In September, everything being ready, the Group moved to Cape Hatteras to prepare for the sinking of the battleships. Two-thousand-pound bombs were carried and the ships were sunk, all of which resulted in much newspaper comment.

After this epic, the unit returned to Langley Field and rested for a week, and then again took up their training, which continued until 1926, when the Eleventh was placed on the inactive list, the personnel being sent to March Field, Riverside, Calif., and there assigned to the reconstituted 54th School Squadron.

The Eleventh was reorganized on June 1, 1928, with an authorized enlisted strength of 115, obtained by transfer and recruitment. Rockwell Field is the present home station of this Squadron but, being cursed with the lust to roam, it will not be home very much if there is something to do a few hundred miles away.

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PISTOL SHOOTING COMPETION AT CHANUTE

The Chanute Field Pistol Club completed the first leg of one of the most important matches of the season at that field recently when it won the first of a series of three pistol matches with the Pistoleers' Club of Cumberland, Md., by the score of 827 to 814. The matches were so arranged that the number of contestants was unlimited, the four highest scores counting. The four counting scores were made by Lieuts. Robert Schoenlein with 212, John L. Hitchings with 215, Arthur Hamilton with 204 and Minton Kaye with 196.

One of the features of the match was the shooting of Lieut. Kaye who, although an expert rifleman, had never competed with a pistol. He shot the fourth highest score his first time out.

One additional pistol match has also been completed, but the scores are not yet available. It is understood that the Chanute Field Club will arrange for a number of competitive matches to be held at the field during the summer, where both teams will be present for firing instead of each team firing on its own range and comparing scores.

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CUBAN OFFICERS VISIT SAN ANTONIO DEPOT

The San Antonio Air Depot, Duncan Field, Texas, recently had the honor of an informal visit from Captain Mario Torres Menier, Captain Jose E. Terry and 1st Lieut. Manuel Vidal Lazage of the Cuban Army Air Corps, accompanied by Captain Rosenham Beam, Air Corps, who is attached to the Cuban Army Aviation School at Havana, Cuba. The Cuban officers were conducted through the engineering shops and other activities of the Depot, and expressed great interest and enjoyment in viewing them. These four officers had flown from Havana to San Antonio to attend the dedication of Randolph Field on June 20th, making the trip in two Vought Corsair planes and accomplishing this 1650-mile journey in a flying time of 14 hours and 15 minutes.

DEATH OF LIEUT. FRANK B. TYNDALL

The death in an airplane crash on Tuesday night, July 15th, of 1st Lieut. Frank B. Tyndall, removed from the ranks of the Air Corps one of its war-time officers who rendered conspicious service in combat operations overseas. Lieut. Tyndall was stationed at Langley Field, Va., and was engaged in a cross-country night flight in a single-seater pursuit plane when he crashed into a tree.

A native of Florida, Lieut. Tyndall was born at Sewells Point, Fla., on September 18, 1894. He attended Valparaiso University, Indiana, and for two years served in the Florida National Guard. During the war he enlisted in the Aviation Section, Signal Corps, on July 27, 1917, and after completing his ground school training at the Georgia School of Technology, Atlanta, Ga., he was ordered to duty overseas. He received flying training under his Cadet status at the School of Aviation, Chateauroux, France. He also completed the course at the Aerial Gunnery School at Cazaux, France.

Following his appointment as a 1st Lieutenant in the Aviation Section, Signal Corps, March 22, 1918, Lieut. Tyndall was placed on active duty at the Third Aviation Instruction Center. Assigned to duty on August 20, 1918, with the 22nd Aero Squadron, in a short period he became Deputy Flight Commander because of his keenness and ability in his work. He fought and led with great zeal through the St. Mihiel and Meuse-Argonne Offensives, and for a period from October 13th to the date of the Armistice was Flight Commander through the hardest campaign the Air Service experienced. He was well trained in Pursuit work and was officially credited with the destruction of four enemy aircraft. He was recommended for the Distinguished Service Cross and for promotion, being advanced to the grade of Captain on March 13, 1919.

After a period of service as Chief Engineering Officer at the Air Service Depot at Morrison, Va., Lieut. Tyndall was transferred to Kelly Field, Texas, April 5, 1920, for duty with the Pursuit Group. On July 1, 1920, he was commissioned a 1st Lieutenant in the Air Corps, Regular Army.

Assigned to duty as a student at the Air Service Engineering School at McCook Field, Dayton, Ohio, on November 1, 1920, Lieut. Tyndall graduated therefrom in September, 1921, and shortly thereafter was assigned to duty at Seattle, Washington, as Air Service representative at the aircraft plant of the Boeing Company. In June, 1923, he was assigned to duty in the Hawaiian Department and upon his return to the United States was placed on duty at Garden City, Long Island, as Air Corps representative at the plant of the Curtiss Aeroplane and Motor Corporation, and several months later in the same capacity at the aircraft plant of the Huff-Daland Airplane Co., Bristol, Pa.

Last summer Lieut. Tyndall was detailed to duty as a student at the Air Corps Tactical School at Langley Field, Va., and he graduated therefrom in June, 1930. He was slated for duty as Instructor in Pursuit Aviation at the Tactical School, but his untimely death will necessitate a change of plans in this direction.

Lieut. Tyndall was the second member of the Army Air Corps to join the Caterpillar Club. Back in November, 1922, he was flight testing an MB-3A airplane at Seattle, Wash., indulging in acrobatics at an altitude of about 4500 feet, when a terrific crash followed the moment the plane was placed in a right roll. Looking back, Lieut. Tyndall had the sickening sensation of viewing his upper and lower wings floating away at about his own level a considerable distance in the rear. Although he had no previous experience in parachute jumping, he lost no time in releasing his safety belt, following which he rolled out of the cockpit and, after falling what he judged to be about 100 feet, he pulled the rip cord. Almost immediately the parachute opened with a considerable jerk and he started, what seemed to him, a slow descent earthward. After being thrown against some telephone wires he landed on a plank road with no ill effects.

Lieut. Tyndall was buried with full military honors in Arlington National Cemetery on Saturday, July 19th. Four planes, piloted by Lieuts. Stanley Umstead, David W. Goodrich, Thomas D. Ferguson and William C. Coleman, of Bolling Field, D.C., were flown over the cemetery during the funeral ceremony.

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Major Lewis H. Brereton, with 26 officers and 17 ships of the 88th Observation Squadron, arrived at Fort Crockett, Texas, recently for two weeks of aerial gunnery. There are no facilities at Fort Sill for tow target work, hence the trip to Galveston, where the Gulf of Mexico swallows stray bullets.

CHANGES IN CURRICULUM AT AIR CORPS TECHNICAL SCHOOL

Announcing a number of important changes in the curriculum for the school year, beginning July 1, 1930, Lieut. William M. Lanagan, Director of the Department of Mechanics, Air Corps Technical School, Chanute Field, Rantoul, Ill., stated recently that the interests of the service will be better served by the new program which includes a consolidation of the present courses of Engine Mechanics, Airplane Mechanics, and Crew Chiefs into one big course of nine months' duration to be known as "Airplane Mechanics."

It was pointed out that this change alone will greatly increase the efficiency of the students undergoing this training, since one man will then be conversant with the entire airplane and its engine, eliminating the necessity of having a specialist in each subject. Present personnel conditions in tactical organizations are such that on an average of one man per plane is available to service the ship and keep it in the air. Under the old system an engine mechanic was unable to make adjustments or repairs on the airplane itself, and the airplane mechanic was at a loss to keep the engine properly tuned. The new plan does away with this condition, the new course completely covering the essentials of all three courses previously given.

Other changes in the Department of Mechanics include the separation of the Armament Division from the Department of Mechanics. Lieut. Arthur G. Hamilton has been placed in charge of the reorganized Armament Department, which now functions as a separate unit of the school and is not in any way connected with the mechanical department.

The course in General Mechanics-Aircraft Welders, covering machine shop practice and welding, has been divided into two distinct courses, one going under the name of Aircraft Machinists and the other known as Aircraft Welders.

The Parachute Riggers' course remains unchanged except that the output will be doubled. A new class of ten men will start in this course every month, with the exception of August and February, whereas heretofore classes have started every other month.

As a result of the various changes made in the School, the yearly student output will be raised from about 440 to 550 in the Department of Mechanics alone. Thirty students will compose each class of the new Airplane Mechanics' course, a new class starting every month, except August and October. School activities will be suspended in August for summer vacations and repairs and a student officers' class in Airplane Maintenance Engineering will be started in October. This class will accommodate thirty officers and extend over a period of nine months. The course will cover the essentials of every mechanical course on the field.

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CORPS AREA COMMANDER COMMENDS AIR CORPS COOPERATION

Apropos of the Exposition and Tournament recently held in Chicago, Ill., Major-General Frank Parker, Commanding General of the Sixth Corps Area, addressed the following letter to Major-General James E. Fechet, Chief of the Air Corps:

" * * * The Air Force was the backbone of our Exposition and Tournament and has reflected the greatest credit upon itself and the Army in general. I believe that the interest created by the performance and by the conduct of the officers and men of the force participating will be of incalculable benefit to the Air force and to the Army in general.

I shall send in commendations for all those members whose work so greatly contributed to the success of our Tournament.

Above all I wish to express to you the deep appreciation of this Headquarters for your energetic support of our program and to assure you again that your assistance constituted the backbone of the Tournament.

I am sorry that you could not get out to see the really remarkable ability of your force, as I am sure they have touched the high water mark of air maneuver efficiency during our Tournament. Their spirit was on a par with their ability, and they have left a great impression on this community."

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During the Maneuvers of the 2nd Division at Charlotte, Texas, the personnel of Dodd Field, Fort Sam Houston, Texas, spent five days performing continuous reconnaissance, liaison and observation missions under simulated wartime conditions. The problem required the participation of 90% of the command, consisting of 25 officers and 115 enlisted men and the entire flying materiel of the organization, i.e., 7 O2-H planes, 3 PT-3 planes, one C-1-C and one DeHaviland.

KANSAS CITY RESERVISTS PARTICIPATE IN AIRPORT DEDICATION

By the News Letter Correspondent

Five PT-1's and two O-11's crossed the State of Missouri on June 28th to attend the opening of the Curtiss-Wright Airport in East St. Louis. The new airport is certainly an improvement over any other airport in St. Louis. Concrete runways, wonderful brick hangars and, best of all, only about ten minutes from the heart of St. Louis, Mo., the field being just across the river on the Illinois side near the municipal bridge. As hosts the Curtiss-Wright people are all that may be desired, just one hundred percent. Major Tully took a personal interest in seeing that the officers and men from Richards Field were properly entertained and made comfortable.

As usual, our C.O., Captain William B. Wright, Air Corps, was here, there and everywhere, meeting old friends and greeting new ones, and taking care of all necessary details.

It was our pleasure, while in St. Louis, to be afforded the opportunity of meeting Mrs. Wright, the Captain's wife; his aunt, Miss Kelley, and his son Billy, Jr. Since taking command of Richards Field in Kansas City several months ago, Mrs. Wright has been visiting in the south, and driving through to Kansas City she stopped at St. Louis and had dinner with the bunch.

The Squadron started back for Kansas City the next afternoon at about 2:00 p.m., refueling at Columbia, Mo. It was a rather hectic trip on the way back, strong headwinds being encountered, storms, and the tail end of a near hurricane. There were no forced landings, however, and all planes arrived in Kansas City in time for dinner in the evening.

Those participating in the flight were Captain William B. Wright, Air Corps; Major John P. Beeson, Medical Corps, our Flight Surgeon, who has a pilot's rating; and the following Air Corps Reserve officers: Captains John W. Ranson, William E. Long, George T. Long, William P. Ford, Francis Poindexter, 1st Lieuts. Harry Betz and Wofford E. Lewis, 2nd Lieuts. A.D. Hillman, Ben. A. Sweeney and Henry G. Stahl, also Privates Micek and Chandler.

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TALKIES AT MARCH FIELD

March Field, Riverside, Calif., is one of the two stations on the Pacific Coast to be equipped with a talking motion picture machine. The motion picture theatre has been reconstructed, making it as nearly sound proof as possible. All the latest features are shown at this theatre, and the projection and sound effects are as efficient as those of the large city houses. As a result of this installation, the nightly attendance of personnel of the field has been materially increased.

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MARCH FIELD AIRMEN ATTEND RANDOLPH FIELD DEDICATION

A flight of nine airplanes took off from March Field, Riverside, Calif., on June 18th for Kelly Field, Texas, for the purpose of enabling the occupants thereof to attend the dedication of the new flying school at Randolph Field. The pilots and passengers were as follows:

Pilot	Passenger
Major M. F. Harmon, Air Corps	Miss Randolph
1st Lieut. B.T. Castor, Air Corps	Sergeant Dean
2nd Lieut. W.B. Blaufuss, Air Corps	2nd Lieut. F.J. Lauer, Air Corps
1st Lieut. James D. Givens, Air Corps	Master Sergeant Kelly
2nd Lieut. F.C. Wolfe, Air Corps	Captain Cowan, Dental Corps,
2nd Lieut. A.L. Moore, Air Corps	Staff Sergeant Jarvis
1st Lieut. W.A. Maxwell, Air Corps	Lieut. Brown, Air Corps Reserve
1st Lieut. R.B. Williams, Air Corps	1st Lieut. C.H. Dowman, Air Corps
2nd Lieut. J.C. Crosthwaite, Air Corps	Staff Sergeant Mick

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The "Dawn to Dusk" flight of the Third Attack Group from Galveston, Texas, to Chicago, Ill., proved a great success, the planes arriving at the mid-west metropolis fifteen minutes ahead of time. The Attackers participated in the Military Tournament and Exposition held at Soldier Field the last week of June.

OBSERVATION PILOTS QUALIFY IN AERIAL GUNNERY

Pilots of the 2nd Observation Squadron, stationed at Nichols Field, P.I., recently completed their aerial gunnery work for the year. Of ten pilots who completed the record course, five qualified as expert aerial gunner, four as aerial sharpshooters, and one as aerial marksman. Lieut. Charles Backes made the high score of 882, with Lieut. Augustine F. Shea and Captain Benjamin F. Giles close behind with 854 and 846, respectively. Lieut. Shea, being on detached service during the firing of the aerial targets, did not fire in this event but had sufficient points in the other two events to make expert.

Of three observers firing the Record Course, Lieut. Graves was the only one to qualify, making a score of 810 points for Expert. The latest change in T.R. 440-40 was received at Nichols Field after the firing at ground targets had been completed. A number of pilots who had been congratulating themselves on making Expert, without the necessity of firing at the aerial targets, were sadly disappointed at the raise in the qualification score.

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PAINT JOB REMOVES PET "JINX".

Some airplane pilots, like the majority of professional baseball players, have their pet "jinx." Lieut. Bob Nowland, now with the 2nd Observation Squadron, stationed at Nichols Field, Rizal, P.I., and not long ago Operations Officer at Bolling Field, evidently has a distinct aversion to No. 13. Three Amphibians from Nichols Field recently left for a tour of the Southern Islands. Two of them returned without incident but the third, No. 13, developed a "Jinx" on the trip, considerable engine trouble being experienced. On the return trip from Zamboanga the engine quit cold on the Island of Negros. After a few days of hard labor on the part of Staff Sergeant P.G. Smith, the mechanic, and a new paint job by Lieut. Nowland, during the course of which he changed the number to 130, the engine decided to run and the plane arrived at Nichols Field without further incident.

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TECHNICAL SCHOOL STUDENTS STAGE RADIO DEMONSTRATION

An interesting feature of the Military Tournament and Exposition conducted at Chicago, Ill., between June 21st and 29th, was furnished by members of the officers' class from the Department of Communications, Air Corps Technical School, Chanute Field, Rantoul, Ill., this class consisting of Lieuts. Robert L. Schoenlein, Donald R. Lyon, Roland O.S. Akre and Lindsay M. Bawsel, under the direction of Lieut. A.B. Pitts, Director of the Department, assisted by Lieuts. E. S. Moon and L.D. Frederick, Senior Instructors in the Department.

The Tournament Publicity and Program Committee requested the Department of Communications of the Air Corps Technical School to cooperate with them by sending to Chicago radio equipped planes for the purpose of giving demonstrations of the direction of airplane maneuvers by radio, as well as advertising the Tournament through the novel means of airplane radio broadcast.

The cooperation of a Chicago broadcasting station (W.L.S.) was obtained. This station, by placing a receiver and pick-up apparatus in the stadium at Soldi Field, where the Tournament was held, and connecting this apparatus to the stadium public address system as well as to their transmitter, was able to broadcast and simultaneously permit the stadium audience to hear all the conversation between the stadium announcer and the airplane.

Upon being assigned to this mission, the officers' Communications Class made their own installation of airplane and radio apparatus, flew these planes to Chicago, and during the Tournament period conducted successful missions twice daily. Their maneuvers over the stadium and the broadcasting of their conversation with the stadium announcer and the several studios of the broadcasting station attracted widespread attention, was enthusiastically received by the radio and stadium audience, and served as a unique and effective means of advertising the Tournament.

The success of the numerous missions, as well as the two-way communications between Chanute Field and the planes over Chicago, indicates the thoroughness of the instruction and demonstrates to a high degree the efficiency and application of the individual members of the 1929-30 Officers' Class in Communications.

RADIO STUDENTS GRADUATE WHILE FLYING

The 1929-1930 Officers' Class, Communications, Air Corps Technical School, Chanute Field, Rantoul, Ill., consisting of 2nd Lieuts. Sparhawk, Schoenlein, Lyon, Bawsel and Akre, under the supervision of 1st Lieut. E. S. Moon, were detailed on detached duty from June 18th to June 29th, both dates inclusive, in connection with the Military Show and Exposition held at Chicago, Ill., for the benefit of the Army Relief Association.

Ordinarily, the phase of instruction in the Communications course during this period would have been a continuation of airplane radio installation and operation. Consequently, when orders were received to dispatch two radio-equipped airplanes to Chicago to radio broadcast through a commercial broadcasting station for the purpose of advertising the War Show and Exposition prior to and during the afternoon and evening performances, the Officers' Class in Communications was selected, since the work they would be required to perform involved only a slight departure from their regular schedule.

Saturday, June 28th, was their graduation date, and, as they were away on detached service and were performing several radio missions on that date, arrangements were made with the Chicago Broadcasting Station (W.L.S.) of the Prairie Farmer firm, to conduct the graduation exercises during the afternoon performance of the War Show. Telegrams from the Commandant and Assistant Commandant of the Air Corps Technical School were read over the microphone of the W.L.S. station, received and acknowledged by the students of the Communications Course while flying over the vicinity of Soldier Field in the Chicago Stadium.

Each of the graduates were called upon for remarks pertaining to their course of instruction. The students replied quickly one by one and, finally, two of the radio performers in the studio of Station W.L.S. sang congratulations, thus concluding the graduation exercises.

The two-way conversations all went out over the radio and prompted a generous response in the form of a voluminous stack of mail for the Communications Course graduates, who participated in the successful War Show and Exposition.

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SMALL ARMS TRAINING COURSE FOR WRIGHT FIELD RESERVE OFFICERS

Under the leadership of Major D.M. Warner, Specialist Reserve, a group consisting of about fifty Reserve officers at Wright Field have organized for training in small arms firing for the purpose of qualifying for work on the Dismounted Pistol Course recently completed at the Field. The organization came about at the officers' own request, made late last fall, and the necessary ammunition was then issued. Actual training, however, was not started until the latter part of May, as the target range was not completed until that time.

The course is open to all Reserve officers employed at Wright Field, and inactive duty credits will be granted in proportion to the time spent upon it. Since several branches of the service are represented and many of the officers had had no previous experience on the firing range, all stages of the course are being given. These consist of "Mechanics of the Colt Automatic .45 cal. Service Pistol," "Theory and Practice of Sighting," "Trigger Squeezing and Range Instruction," "Preliminary Firing Practice," "Firing the Record Course for Qualification."

An average of 85 percent is required to become a Pistol Expert, 78 percent for a Pistol Sharpshooter and 60 percent for a Pistol Marksman. Those making an average of less than 60 percent are unqualified for any of the above ratings.

The following Reserve officers have qualified to date: Pistol Experts - Major D.M. Warner, Captain G. R. Larkin, Lieut. W. L. Boyd; Pistol Sharpshooters - Capt. R. S. Von Deran, Lieuts. H.E. Smith, W.A. Oswalt, H. W. Case, E. B. Blount; Pistol Marksmen - Lieuts. S. Chapman, G.P. Young, C.G. Brown, Capt. A.F. Wentzel, W.L. Workman and Major G.G. Phillips.

Major Warner has been requested by the officer in charge of the Dayton District to select a team of ten officers to represent this district in competitive matches. Instructors in the course are Captain C.F. Hofstetter, Ordnance, U.S. Army, stationed at Wright Field, and Major D.M. Warner, Specialist Reserve, assistant to Captain Hofstetter and representing the officer in charge of the Dayton District.

Certificates of qualification with the corresponding medals will be awarded all those who qualify for any of the three grades, Pistol Expert, Sharpshooter, or Marksman. Great interest in the work is being taken by the Wright Field officers.

CATERPILLARS PASS THE 250 MARK

As far as is known, the number of names on the roster of the Caterpillar Club now totals 253, and the number of emergency parachute jumps 265. The newcomers on the roster, since the activities of the Club were reported upon in the last issue of the News Letter, are Miss Mary Fahrney, student pilot Jack Weis and his instructor, Eiler C. Sundorph, 1st Lieut. John R. Glascock of the Army Air Corps, Garland Peed, Jimmy Garringan and Randy Enslow.

The circumstances surrounding Miss Fahrney's initiation into the Caterpillar Club were rather unusual. As a general proposition it has been the policy of the unofficial historian of the Club to inscribe on the roster the names of only such persons who saved their lives by jumping with a parachute from disabled aircraft during flight. Miss Fahrney did not jump from a disabled aircraft but made a premediated practice jump. Unfortunately, her parachute became entangled in the plane, and for two unhappy hours she dangled beneath it before her parachute untangled itself and glided her down to safety.

Five years ago the first woman member of the Caterpillar Club, Mrs. Irene McFarland, was initiated into this mythical organization under somewhat similar circumstances. Mrs. McFarland, a professional parachute jumper, was arrested in her departure from the airplane when her own private parachute failed to function. Fortunately, she was also equipped with the Army type parachute, and when the pilot of the plane signalled her to pull the rip cord she immediately complied and reached the ground none the worse for her experience.

Since a precedent was established in the case of Mrs. McFarland, there seems to be no good reason for refusing enrollment to Miss Fahrney. While it is possibl to establish hard and fast rules as to the eligibility of candidates for admissio into the Caterpillar Club, that is, limiting membership to those who have jumped with a parachute from disabled aircraft during flight, it must be remembered that this Club has no official status and no set rules have been formulated with respect to the eligibility of candidates for admission therein. After all, the main point at issue would seem to be that of a life being saved through the medium of the parachute.

It may be assumed that when the Caterpillar Club was organized, the life-saving propensity of the parachute was no doubt the main consideration which prompted the founders thereof to begin recording the names of those whose lives it saved. In this connection, there is recalled to mind another unusual incident which resulted in the inclusion of the name of a professional parachute jumper, Art Smertz, on the roster of the Club. After launching himself into space from considerable altitude, his purpose being to establish a record for a free fall before opening his chute, Smertz's private parachute collapsed when he opened it. Fortunately for him, he was also equipped with the Army type parachute, and he retained sufficient presence of mind to pull the rip cord of that chute despite the fact that his body received a tremendous shock through the malfunctioning of his own chute when his fall was momentarily arrested. He was unconscious when he reached the ground, but was himself again after a brief stay in a hospital.

Miss Fahrney's experience on July 7th was recorded in a United Press dispatc as follows:

"Much to the joy that was Mary Fahrney's today because of her miraculous escape from death was lost in the realization that her friend, Bruno Schustek, a parachute jumper, had lost his life attempting to save hers.

Helpless in a tangled parachute, Miss Fahrney dangled yesterday for two hour below a plane from which she had attempted to jump at the Joliet airport. She could not pull herself up to the plane and had given up hope that she would land alive when the parachute untangled itself, opened and drifted gently to earth.

Miss Fahrney did not know until some time later that Schustek had been kille after attempting to save her. While his plane flew above hers at a height of 1,000 feet he attempted to rescue her by climbing down a knotted rope. Then the unexpected happened. Her 'chute dropped of its own accord and she was saved, but his strength was gone and he could not pull himself back up the rope to his own plane. He fell from a height of 600 feet.

The parachute jump had been the first for Miss Fahrney, who had been a student flyer for two years. Several others besides Schustek, who was a veteran jumper, attempted to save her.

The two hours she spent dangling from the plane seemed like days to her, she said, and she had given up hope and was begging her pilot, L.F. Kline, to take her within ten feet of the ground and let her jump, when her 'chute untangled itself."

Jack Weis, student pilot, and Eiler C. Sundorph, his flying instructor, were initiated into the Caterpillar Club on June 28th, when their plane caught fire 2,000 feet in the air, two miles east of the Cleveland Airport. Weis jumped first and landed safely. Sundorph waited until he saw Weis' parachute open, and consequently was only about 250 feet up when he followed, but likewise was unhurt. The plane was demolished.

First Lieut. John R. Glascock, Air Corps, tells the following interesting story as to how he qualified for membership in the Caterpillar Club:

"I obtained clearance from Post Operations Office (March Field) for airplane YPT-6, AC #30-378, June 5, 1930, and took off about 1:40 p.m., and flew around for about ten minutes with Sgt. Murdock as passenger. I then landed and took off again at 1:50 p.m. with Private Stephen Yazza as passenger, who was authorized to make the flight to get in his flying time for the month. I gained an altitude of about 2500 feet. I tried two rolls and wingovers, then nosed the plane down slightly for a slow roll. I used top rudder and forward stick, and it is my belief that the elevator welds broke, because the plane instead of staying on its back turned into a violent outside spin.

No pressure on the controls, either rudder or elevator was noticeable. I tried opposite rudder, back stick, forward elevator, with no diminution of speed or cessation of continuous movement of plane. I tried with power off and power on. I knew at approximately 1800 feet it would be impossible to get this plane out of the particular maneuver it was in at that time. The outside spin was very rapid and the nose was only about three degrees below horizontal position, directly on its back. I looked in the mirror but could not see the passenger in the back seat at any time, and shouted for him to 'bail out.' The rest of the time between 1800 feet and 500 feet above the ground I was busy with the controls trying to get response from the airplane. Approximately between four and five hundred feet from the ground I unbuckled my safety belt and was thrown from the plane in a horizontal position, slightly up, for nearly a hundred yards. I pulled the rip cord and the chute opened almost instantaneously with a very loud snap and intense jerk. I was then in a position facing the water tower of the field, and my body was parallel with the middle of the water tank. I landed hard, fell backwards, unbuckled the parachute straps and immediately proceeded to the plane, which had crashed within two hundred feet of where I landed, and observed that Private Yazza was still in the plane and there was so signs of life in his body."

Garland Peed and Jimmy Garringan, pilots, and Randy Enslow, radio technician were the occupants of the Stinson Monoplane K, in which they were attempting to make a nonstop refueling flight from New York to Buenos Aires, Argentina. On the morning of July 16th, low visibility and a sticky fog down the seaboard forced the fliers over Georgia's inland, and the fuel which they hoped would take them to Havana was wasted as they flew blindly.

"For eight hours last night we couldn't even see our wing tips," Peed said. "About 9 a.m. things cleared up a bit, but still we couldn't see anything. The K went out of control with her gas gone. I knew a forced landing would be dangerous, as I had no idea where we were, so we jumped. You can bet that Georgia felt good under our feet."

Residents of Bostwick, which is about 60 miles east of Atlanta, Ga., saw the ship plunge and the men leap. They found the fliers uninjured and inspecting their plane. They were taken to Bostwick and thence to Monroe, Ga. The K left Roosevelt Field on July 15th with a light load of gasoline and, after refueling above the field, headed for Havana for another contact. The trim monoplane skimmed down the seaboard until nightfall when she encountered the fog. For hours, the fliers sought their bearings and, at dawn, found themselves over land. They had been blown westward.

The airmen landed without a scratch, but their ship plowed into the ground about half a mile away and was demolished.

Through Major Stanley W. Jacques, Air Corps Reserve, the particulars were secured regarding the forced parachute jump made by Mr. Robert G. Chew at Valley Stream, L.I., New York, on May 18th last. Mr. Chew's story is as follows:

"At 7:15 o'clock, Sunday evening, May 18th, I was test flying the 'Mercury Chick' at Valley Stream. I took off and climbed to approximately 1500 feet, and did some vertical banks, wing overs, loops and snap rolls. After finishing these maneuvers, I tried a vertical reversement without success. I then went on up to 3500 feet and started to do a slow roll. Just before getting over on my back, a fitting on the front strut on the leading edge of the right wing gave way, causing the entire wing to collapse. The ship started into a slow flat spin, and I immediately started to jump. In order to get out of the ship, I had

to push the wing forward, as it had slid back over the rear cockpit when it collapsed.

What happened in the next few moments is not clear in my mind. I remember standing up on the seat with one foot and the other foot on top of the wing, then diving over the side. To say I was frightened would be putting it mildly.

After making two and one-half complete revolutions, end over end, I pulled the rip cord and the chute opened perfectly. I looked up over the edge of the chute, and saw the ship was coming toward me rapidly, and in an endeavor to get away from it slipped the chute, which proved successful. The falling plane missed me by about fifty feet. I heaved a sigh of relief as the ship went crashing into a grove of trees below. My descent was very slow, and the thing that surprised me most was how quiet everything seemed to be.

As I floated down, I noticed I was heading for the same grove of trees the ship had crashed into. Again, I slipped the chute and succeeded in missing the trees, landing into a small opening without a scratch.

The last drop to the ground was nothing more than jumping off an object about four or five feet from the ground."

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KANSAS CITY RESERVISTS ACCUMULATE FLYING TIME

The News Letter Correspondent from Richards Field, Kansas City, Mo., points with pride to the fact that during the months of May and June, since Captain Wm. B. Wright has had charge of the Reserves in Kansas City, a total of 593 hours were flown. He invites comparison of that record with any other post in the 7th Corps Area.

Reporting that Major Hickam, Air Corps, recently stopped over in Kansas City to visit them, also a number of other Army officers, the Correspondent states that the latch string on Room 205, President Hotel, the headquarters of the Air Corps Reserve Officers Association, is always hanging out, and all Air Corps officers are cordially invited to drop in.

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MODERN RADIO EQUIPMENT FOR AIRCRAFT

The Bell Telephone Company recently gave a demonstration of modern radio equipment for aircraft, at Mitchel Field, L.I., New York, and the results achieved were very satisfactory.

Their equipment consisted of a portable ground station in a truck, a Ford Transport plane and a Fairchild plane. Each passenger, as well as the pilot, had a headset and microphone, so that all signals were heard by everyone in the plane. To give an idea of how this equipment is used in the commercial transport companies, weather reports were received from Hadley Field while the ship was in the air, and the passengers conversed freely with the ground.

The airplane set weighs only 130 pounds and is very effective up to distances under 500 miles, with no interference from the engine ignition system or other common sources of trouble.

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A NEW BAND LEADER AT MITCHEL FIELD

Mitchel Field, N.Y., recently welcomed Warrant Officer Francis E. Lee, who was assigned to the Ninth Observation Group in the capacity of Band Leader.

Warrant Officer Lee has 22 years of service to his credit, during 14 of which he has served as a band leader. The unusual feature regarding his service is the amount of foreign service to his credit. In 1916 he was transferred to the Philippines, where he served until the World War. During that conflict he served in Siberia. In 1920 he was transferred from the Philippines to China, where he was attached to the 15th Infantry and served until 1929, when he returned to the States.

The Mitchel Field Band gives a concert every Tuesday afternoon, and the News Letter Correspondent states that even though the wind is in the right direction for one to hear the whole program from the front porch, it is well to drop over to the band stand and get in on an excellent program.

NEW TRAINING MANUAL TO BE ISSUED

The final draft of Training Manual 2170-13 - "The Airplane Engine Mechanic," recently completed at the Air Corps Technical School at Chanute Field, Rantoul, Ill., was forwarded to the Office of the Chief of the Air Corps for printing.

This manual consists of 469 pages, with 154 illustrations. It includes the general construction, repair and maintenance of airplane engines, together with specific information relative to the construction, repair and maintenance of standard types of present airplane engines and their accessories. This manual will no doubt be in print in the near future.

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LOOKING INTO THE FUTURE

Each year engineers strive to increase the speed of the airplane, as well as the ceiling or maximum height at which it can fly. Each year some new record in speed or altitude is broken. What will the ultimate be in these directions? Will man, upon the attainment of these ultimates, then devote his energies to overcoming the gravity of this earth of ours and to developing an interplanetary vehicle? And suppose there was developed an interplanetary vehicle capable of flight between the planets. What then?

Then suppose that this machine or device was capable of flight through space at the rate of 372,000 miles per second, or twice the rate of the speed of light, which is 186,000 miles per second.

One day someone on this earth is informed that this machine has started from a planet a light-year away from the earth. It is headed for the earth. It whizzes past the earth. Naturally, its speed being twice that of light, it has taken only six months for it to come from that planet and go past the earth. The question is, what will the observer on earth see?

Will the machine go past the earth before he ever sees it? That is, will it reach the earth before its light does?

The answer is that for a period of six months the observer will see this machine. He will start seeing it when it has passed the earth. It will appear as if the machine was traveling backwards toward the planet from the earth.

Now suppose that the observer is not informed of the start of the machine, but sees it suddenly appear. Will he see it appear coming from the planet or will he suddenly see it as it passes the earth and then see it apparently going backward toward the planet off into space?

These questions hardly pertain to aeronautics but are just samples of many asked the Information Division of the Office of the Chief of the Air Corps. Perhaps the answers to the above are incorrect. At any rate, the Editor of the News Letter would like to hear the answers from those who differ with him on this problem.

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SELFRIDGE FIELD UNITS MOVE TO SCOTT FIELD

The 15th Observation Squadron, commanded by Captain Wolcott P. Hayes, Air Corps, and the 5th Photo Section, commanded by Captain William D. Wheeler, Air Corps, recently completed their move from Selfridge Field, Mt. Clemens, Mich., to Scott Field, Belleville, Ill., with their entire equipment.

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PHOTOGRAPHIC OFFICERS PERFORM PRACTICAL AIR WORK

Prior to the graduation on July 14th of the Photographic Officers' Class at the Air Corps Technical School, Chanute Field, Rantoul, Ill., the students flew to the Materiel Division at Wright Field, Dayton, Ohio, where they completed a four-day study in the latest developments in aerial gunnery. During the last few days of instruction at the Photographic School, work was performed in the field with the new photographic trucks. Mosaics were flown shortly after eight o'clock, and the completed mosaics delivered to the school shortly after noon of the same day. On the first day it was necessary to use tropical developers, hardening baths and quick drying methods because of the hot weather conditions, which at times reached a temperature of 100 degrees in the shade.

The first night aerial photographic map was recently made by the Photographic School in connection with the training of student officers.

INSTRUMENT FLYING ON CROSS COUNTRY TRIP

During the course of an extended cross-country flight from Brooks Field, San Antonio, Texas, to Schenectady, New York, and return, recently made by Captain W.C. Ocker and 1st Lieut. Carl J. Crane, Air Corps, that portion of the trip between Brooks Field and Dayton, Ohio, was used by the former to test the practicability of fairly long flights executed by instruments alone.

In his report covering this flight, Captain Ocker states, with reference to the flight by instruments, that "at no time during this flight was I off the course more than twenty miles. That portion of the flight between Scott Field and Wright Field was flown under very rough air conditions, and when the Mississippi River was crossed I was approximately twenty miles off the marked airways course. It is thought that training in instrument flying of the nature used in this flight would be of value to all Air Corps pilots and perhaps have some bearing on tactical missions performed by bombardment aviation."

Captain Ocker stated that the various fields visited during the course of their flight were in excellent condition for heavier-than-air craft; that the airport at Schenectady, New York, is well located three miles northeast of the city, and has two runways approximately 1,200 feet in length. The runways are not paved, but the field seems to be well drained and in good condition.

The flight was made in a Douglas BT-1 plane, and the points touched by the Army airmen were Muskogee, Oklahoma; Scott Field, Ill.; Wright Field, Ohio; Bolling Field, D.C.; Mitchel Field, N.Y.; Schenectady, N.Y.; Philadelphia, Pa.; and return to Brooks Field via the same route followed in the outbound trip.

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WRIGHT FIELD MECCA FOR COMMERCIAL AVIATION REPRESENTATIVES

In recent weeks the following manufacturers' representatives visited the Materiel Division at Wright Field, Dayton, Ohio, for consultation with various officers and engineers:

Burnham Adams, Wright Aeronautical Corporation, Paterson, N.J.

T.E. Tillinghast and W.A. Parkins, Pratt & Whitney Aircraft Company, Hartford, Conn.

F.W. Caldwell, former chief of the propeller unit of Wright Field, and Raycroft Walsh, Hamilton Propeller Company, Pittsburgh, Pa.

Captain E.V. Rickenbacker and Victor Bertrandias, Fokker Aircraft Corporation, New York City.

C. V. Johnson, Bendix Brake Company, South Bend, Indiana.

V. E. Showalter, Elgin National Watch Company, Elgin, Ill.

F. H. Clewers, Great Lakes Aircraft Corporation, Cleveland, Ohio.

George M. Paulson, B.G. Spark Plug Corporation, New York City.

J. V. Jay and Don R. Berlin, Northrop Aircraft Corp., Burbank, Calif.

B. Douglas Thomas and Laurence D. Bell, Thomas Morse Aircraft Corporation, Buffalo, N.Y.

F. P. Somers, Fairchild Company, New York.

Arthur Nutt and Guy Vaughn. Wright Aeronautical Corp., Paterson, N.J.

G. E. Lawrence, Pioneer Instrument Company, Brooklyn, N.Y.

H. L. Lewis, Boeing Air Transport Co., Cheyenne, Wyoming.

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FLYING PROVES SAFER THAN MOTORING

A recent issue of the Navy News Letter gives an interesting bit of statistics compiled at the U.S. Naval Air Station, San Diego, Calif. The article goes on to say:

"As the total number of flying hours by the personnel of this station more nearly equal the automobile and motorcycle hours than is the case in civil life, the basis for comparison of accidents caused by these three methods of transportation should be more just and interesting. During the past 16 months, the record of accidents are as follows:

	Total Cases	Deaths	Sick Days
Automobiles	21	1	319
Motorcycles	16	0	420
Total	37	1	739
Flying	2	1	19

"If the records of this station are accepted as a fair basis of comparison, then it is evident that transportation by air is far safer than transportation by automobile and motorcycle."

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BEWARE OF RADIO TOWERS NEAR RANDOLPH FIELD

Two radio towers, the property of the Southern Equipment Company of San Antonio, Texas, which operates broadcasting station WOAI, were recently installed on a 14-3/10-acre tract, approximately 16½ miles northeast of San Antonio and 5/8 mile south of the village of Selma on the Austin highway, and three miles northwest of Randolph Field. The towers are 300 feet in height, spaced 750 feet apart, and the center line of the towers is exactly 450 feet from the center line of the Austin paved highway. The towers are painted chrome yellow, white and black, according to government specifications, and are illuminated with the required number of red obstruction lights.

The site of the radio station is between the Missouri, Kansas and Texas R.R. and the Southern Pacific R.R., the former being approximately 1½ miles west of the location and the latter a little over three miles southeast.

The proximity of these towers to Randolph Field is called to the attention of pilots, since they are difficult to see on days of low visibility.

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FLYING STUDENTS GOOFY GOLF FANS

Not to be outdone by their ground-walking brothers in civil life, Flying Cadets at the Air Corps Flying Schools in Texas are now ardent Pony-Golf fans and daily, after a hard morning in the air and a harder afternoon in the class rooms, hie themselves to the miniature courses installed at their respective fields. The course at the Advanced School at Kelly Field was the first one installed, the other at the Primary School at Brooks Field having been completed just recently.

No reports were received as to the respective designation of these fields, whether they are known as Goofy-Golf, Peewee-Swat, or whether they labor under such an official name as Air Corps Flying School Miniature Golf Course. In either event, the game is the same, classed more as a form of recreation than athletics.

From a report of activities of the Primary Flying School at March Field, Riverside, Calif., it is evident that the miniature golf bug has not yet bitten the student flyers there. Perhaps these Westerners are He-men and take more pride in the following, extracted from the Monthly Activities Report of their station: "Two baseball games played with Rockwell Field, San Diego. Both won by March Field team."

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FORMER AIR CORPS ENLISTED MAN WINS ELIMINATION BALLOON RACE

This year dame fortune refused to smile on the Army Balloonists who participated in the National Elimination Balloon Race which started from Houston, Texas, on July 4th. There is some consolation, however, in the fact that a former enlisted man of the Air Corps, Roland J. Blair, piloted the winning balloon. Blair and Frank A. Trotter, in the Goodyear-Zeppelin balloon, landed at Greensburg, Ky., late Sunday afternoon, July 6th, after traversing a distance of approximately 850 miles.

Second place was taken by Messrs. Eddie J. Hill and his aide, Arthur G. Schlosser, in the Detroit Times balloon. They landed at Russellville, Ky., some 700 miles from Houston. These two aeronauts also won second place in the National Elimination Race last year.

The International Balloon Race, which will start on September 1st next from Cleveland, Ohio, will be participated in by the two American teams, above mentioned, and by Ward T. Van Orman and his aide, by virtue of their victory last year.

Blair served a three-year enlistment with the lighter-than-air branch of the Army Air Corps, from November, 1923, to November, 1926, being a member of the 8th Airship Company. His aide was formerly a midshipman in the United States Navy.

RADIO PROVES VALUABLE AID IN EMERGENCY

The Department of Communications, Air Corps Technical School, Chanute Field, Rantoul, Ill., was recently requested to establish communication between its ground or school radio station and the Airship TC-271 during its flight from Chicago, Ill., where it had been participating in the Military Show and Exposition to Scott Field, Ill., where it had been ordered on account of forecasts of poor weather.

The Airship left Chicago at 10:00 a.m., and the radio stations at Chanute and Scott Fields endeavored to establish communication with it, but without success. The reason for this failure, afterwards disclosed, was that on account of the high head wind the Airship could make little or no headway at any considerable altitude and was obliged to fly at a very low altitude to such an extent that it was impossible to let out the trailing wire antenna.

When the Airship reached Bloomington, Ill., a leak in the nose ... thereof was discovered, as difficulty had been experienced in keeping it up. The pilot immediately increased altitude and instructed the radio operator to let out the antenna and radio Chanute Field - about fifty miles distant - that the Airship would make an emergency landing there and that a landing crew be on hand.

The personnel of the school and radio station of the Department of Communications having maintained continuous radio watch since the departure of the Airship from Chicago, picked up the distress call, immediately ackowledged it and made arrangements for a crew to go upon the flying field.

Scott Field was then informed of the fact that the TC-271 had left its course and was going to make an emergency landing at Chanute Field. Later, as the airship hove in sight and in landing cracked up due to her nose dropping when the motors were shut off, Scott Field was immediately informed of this mishap. At the time of the emergency landing, an approximately 40-mile wind was blowing. Had it not been for a good sized landing crew and the skillful piloting of the Airship, a probable loss of life would have occurred.

The News Letter Correspondent feels that this incident serves to emphasize the significance of aeronautical radio towards measures of rescue in an emergency and the importance of keeping radio watch while an aircraft is in flight.

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NEW LANDING FIELDS IN THE NORTHWEST

In a report on an extended cross-country flight from Kelly Field, San Antonio, Texas, to March Field, Riverside, Calif., and return, via Muskogee, Oklahoma; Scott and Chanute Fields, Ill.; Omaha, Nebraska; Cheyenne, Wyoming; Denver, Colorado; Salt Lake City, Utah; Reno, Nevada; San Francisco, Calif.; Tucson, Arizona, and El Paso, Texas, 1st Lieut. Stanton T. Smith, Air Corps, states that the maps he carried with him were found to be quite accurate with the exception of many new fields developed since 1925 on the airways from Omaha to San Francisco. He makes special mention of the new Boeing field at Cherokee, Wyoming, which he believes is much more preferable to the field at Rock Springs, Wyoming, since it is over a mile long, with flat approaches at the rear end over half a mile long.

Lieut. Smith, in commenting on the new Boeing Field at Reno, Nevada, states that it is so much better than the Reno Municipal Airport that he believes it preferable for government pilots to make their landings on the Boeing Field runways which are over 2,000 feet long, with flat approaches.

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POST FIELD AIRMEN TRAIN AT DALLAS

The annual field training period for the Air Corps personnel stationed at Fort Sill, Oklahoma, took place at Hensley Field, Dallas, Texas, from June 17th to 27th, inclusive. Participating personnel from both the 88th Observation Squadron and the First Balloon Company were 19 officers and 150 enlisted men. The personnel was transported in 29 trucks over a distance of 240 miles, which was made in two days each way. Eleven planes were sent and one captive balloon. One free balloon flight was made while the Fort Sill airmen were encamped at Hansley Field.

FIRST BALLOON COMPANY COOPERATES WITH FIELD ARTILLERY

During the early part of June, the 88th Observation Squadron and the First Balloon Company, stationed at Fort Sill, Oklahoma, operated with the Field Artillery School as Corps Aviation during the five-day problem of the Field Artillery School.

The First Balloon Company with a captive balloon accompanied the Artillery in the field. The 88th Observation Squadron maintained surveillance of all troop movements from 5:00 a.m. to 12:00 p.m. each day. On an observer radioing the movements of a large body of troops, simulated ground attack and light bombing missions were sent out against them. If the attack was to be staged at night, flares were dropped to illuminate the troops. Mosaic and oblique photographs were taken of simulated enemy positions. Observers from the 88th Observation Squadron adjusted successive concentrations of artillery fire on simulated enemy strong points.

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70th OBSERVATION SQUADRON CELEBRATES ORGANIZATION DAY

The 70th Service Squadron, stationed at March Field, Riverside, Calif., celebrated its Organization Day on June 27th at Glen Ivy Hot Springs, a beautiful spot in the mountains southeast of March Field. The Squadron was excused from all duties on this day and the entire personnel journeyed by private car and truck to the springs where a very delightful outing was had.

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SOLVING THE HOT WEATHER PROBLEM AT MARCH FIELD

In order to avoid the heat of the day, a summer schedule was installed at the Primary Flying School, March Field, Riverside, Calif., starting July 1st, with the working hours from seven to one. This is intended to give the personnel of the field an opportunity to seek relief from the summer heat by journeying to the nearby beaches or mountain resorts for the afternoon.

The News Letter Correspondent states that, although it is quite warm during the day at March Field, after the sun goes down the atmosphere immediately cools off and frequently extra wraps are required. He also states that California at this time of the year is the sportsman's paradise. Every week parties are made up for beaches or the mountains. To date several deep sea fishing parties have been held and a record amount of seafood has been brought in.

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RESERVE OFFICERS HONOR GENERAL PRESTON BROWN

To express in a lasting and dignified manner their appreciation of the whole-heatyed cooperation and valuable assistance rendered by Major-General Preston Brown, when Commanding General of the First Corps Area, in promoting aeronautical activities, the Air Corps Reserve officers in New England caused to be placed on the wall of the Air Corps Operations Office at the Boston, Mass. Airport a beautiful bronze tablet, 12" x 18", with the following inscription:

To
MAJOR GENERAL PRESTON BROWN
"In appreciation of the excellent development of aviation facilities afforded U.S. Army Reserve Officers in the First Corps Area."
A.D. 1930.

Invited to Boston for the dedication ceremony, which was attended by the Reserve officers in a body, General Brown arrived in record time in one of the new Army Air Corps O-25 planes from Bolling Field, D.C. After unveiling the tablet and warmly thanking the officers for the tribute to him, General Brown jokingly remarked that it was indeed a rare occasion for a person to be able to read a tribute to himself emblazoned on a bronze tablet, since such tributes are usually paid only to those who had passed beyond, whereas he felt very much alive.

The Reserve officers in New England claim that they have one of the finest small Air Corps stations in the country, and at present have a good quota of airplanes, thus affording qualified pilots every reasonable opportunity to fly at their convenience. They feel that they are greatly indebted to General Brown who, while Corps Area Commander, became greatly interested in flying and was mostly responsible for the vast improvement in conditions at Boston.

OVER ONE-THIRD OF WEST POINT GRADUATES DETAILED TO AIR CORPS

Out of the 235 Cadets who graduated from the United States Military Academy, West Point, New York, on June 12th, and were on that date appointed 2nd Lieutenants in the Regular Army, a total of 86, or 36½ percent, were recently detailed to the Army Air Corps for flying training.

Upon the expiration of their graduation leave, 40 of these graduates will proceed to the Primary Flying School at Brooks Field, San Antonio, Texas, and 46 to the Primary Flying School at March Field, Riverside, Calif. Since no West Point graduates are commissioned in the Air Corps until they graduate from the Advanced Flying School, Kelly Field, and are rated as Airplane Pilots, the following tabulation may be of interest:

Branch of Service	Number Assigned	Detailed to Air Corps	Percentage
Corps of Engineers	16	4	25.00
Signal Corps	9	4	44.44
Cavalry	18	2	11.11
Infantry	100	38	38.00
Field Artillery	62	25	40.32
Coast Artillery	30	13	43.33
Total	235	86	

Last year, out of a graduating class of 297 Cadets from the U.S. Military Academy, 101 were detailed to the Air Corps for flying training, or 34%. It will thus be noted that the percentage of graduates choosing the Air Corps as their branch of service is fairly consistent.

The West Pointers who are scheduled to begin a strenuous course of training at the Air Corps Primary Flying Schools in October are enumerated below, as follows:

TO BROOKS FIELD, TEXAS:

Corps of Engineers:
- George F. Schlatter

Signal Corps:
- Elmer L. Meguire
- Albert J. Mandelbaum
- Thetus C. Odom

Field Artillery:
- Andrew P. O'Meara
- Aubrey K. Dodson
- Mark E. Bradley, Jr.
- Douglas M. Kilpatrick, Jr.
- Wiley D. Ganey
- Winfield W. Sisson
- Ernest E. Holtzen, II.
- Birrell Walsh
- George G. Garton
- William D. Eckert
- Millard Lewis
- John C. Kilborn
- Carl A. Brandt

Coast Artillery Corps:
- Clark N. Piper
- Willis A. Perry
- Edwin S. Perrin
- Neal E. Ausman
- Arthur C. Peterson

Infantry:
- Aubrey D. Smith
- Othel R. Deering
- Richard S. Freeman
- Norman R. Burnett
- John L. Pauley, Jr.
- Frank T. Folk
- Claude E. Jurney
- John H. Murrell
- Kurt M. Landon
- Hubern P. Dellinger
- Winston R. Maxwell

TO BROOKS FIELD, TEXAS:

Infantry (Continued):
- Eli Stevens
- Joseph E. James, Jr.
- Sory Smith
- Paul W. Blanchard, Jr.
- Theodore F. Bogart
- Harry C. Anderson
- Henry A. Winters

TO MARCH FIELD, CALIF.:

Corps of Engineers:
- Frederick W. Castle
- Edward F. Kumpe
- Ralph P. Swofford, Jr.

Signal Corps:
- Charles W. Haas

Cavalry:
- Troup Miller, Jr.
- Lauris Norstad

Field Artillery:
- William H. Allen, Jr.
- Howard M. McCoy
- Stuart F. Crawford
- Thomas I. Edgar
- Albert M. Smith, II.
- Robert H. Booth
- Mahlon S. Davis
- Frederick D. Atkinson
- Harold L. Smith
- Alva R. Fitch
- Richard C. Hutchinson

Coast Artillery Corps:
- Harry R. Boyd
- Marvin L. Harding
- David H. Baker
- James S. Sutton
- Charles J. Odenweller, Jr.
- Charles C. Cloud, Jr.
- Robert F. Haggerty
- Dana S. Alexander

Infantry:
Anthony E. Curcio
Frederick G. Crabb, Jr.
Richards M. Bristol
Samuel P. Kelley
George W. Lermond
Samuel Roth
Richard J. O'Keefe
Clifton D. Blackford
Thomas F. Wall
Thomas Mifflin
Francis J. Corr

Infantry (Continued)
Gerry L. Mason
Aubrey E. Strode
Daniel A. Cooper
Allan D. MacLean
Ludlow King
Charles E. Beauchamp
Russell G. Emery
Joseph A. Miller
John S. Guthrie

Field Artillery:
Irvin R. Schimmelpfennig

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HOW AIR CORPS PLANES ARE DESIGNATED

Army Air Corps airplanes are divided into eight classes, according to type or model. Although these planes are invariably known to the layman by their commercial names, the Air Corps knows them by their model designation, viz:

	Model Designation
Pursuit (fighting planes)	P
Observation planes	O
Attack (ground straffing) planes	A
Transport, Cargo, Ambulance, Workshop planes	C
Bombardment planes	B
Primary Training planes	PT
Basic Training planes, used in transition from primary type to service type planes	BT
Photographic planes	F

Airplanes on experimental and service test status are prefixed by the letters "X" and "Y". Thus a Pursuit type developed either at a factory or at the Air Corps Materiel Division at Wright Field, Dayton, Ohio, would be labelled "XP," followed by a number which would classify it according to its style, such as "XP-6" which was the experimental stage of a Pursuit plane made by the Curtiss Company somewhat on the style of the Curtiss "Hawk." If this experimental model proves to be of an acceptable type, a small lot is then bought and sent to some active station for service test; in other words, they are used in the service along with other Pursuit machines to test their serviceability and desirability. Such experimental planes would then be labelled "YP-6."

There are still some airplanes in the service which are known by an earlier system of model designation, such as the DH - DeHaviland, and the PW - Pursuit Watercooled, but these are either obsolete or obsolescent.

The following are some examples of model designations and the planes they describe:

P1-A - Curtiss Hawk Pursuit plane with Curtiss D-12C, 430 h.p. engine.

P1-B - Improved P1-A and improved motor (Curtiss D-12-D); larger landing wheels.

P1-C - Same as P1-B, except motor has new type of gun synchronizer and wheels have brakes.

P-6 - Same as P1-B, except for 600 h.p. Curtiss motor, guns moved forward, instrument board revised, oleo landing gear and different brake pedals.

P-12 - Boeing No. 89 Pursuit plane, Pratt-Whitney "Wasp" engine.

P-12-B Modified P-12 with improved landing gear and tail surfaces, Frieze ailerons, metal constructed.

COA-1 Corps Observation Amphibian; Loening Amphibian plane equipped for military observation purposes.

O1-B - Curtiss Falcon Observation plane, with Curtiss D-12, 420 h.p. engine, wheel brakes and dumpable main fuel tank, and droppable auxiliary fuel tank.

O1-E - Same as O1-E, except for Frieze ailerons, oleo landing gear, new gun synchronizer.

O2 - Douglas Observation plane, Liberty engine.

O2A - O2 equipped for night flying.

O2-C - Improved O2-A, improved gunner's cockpit.

O2-H - Improved O2-C, tanks in fuselage instead of in wings, new tail surfaces.

O-11 - Curtiss Falcon Observation plane with Liberty engine.

O-19 - Thomas Morse Observation plane, all-metal, except for wing, elevator and fin covering; Pratt-Whitney "Wasp" engine.

O-25 - Same as Douglas O2-H, except for replacement of Liberty engine with geared Curtiss 600 h.p. engine.

A-3 - Curtiss Falcon Attack plane, a modified O-1 for attack purposes. Gun and bomb racks inside lower wings.

A-3B - Modified A-3 with Frieze ailerons, oleo landing gear, new gun synchronizer and simplified gun installation.

C-1 - Douglas Cargo (Transport) plane, one direct-drive Liberty engine.

C-3 - Ford Trimotor Transport plane, Wright "Whirlwind" engines.

C-9 - Improved C-3, with Wright J-6 (300 h.p.) engines.

C-6 - Sikorsky Model S-38A Amphibian plane, two Pratt-Whitney "Wasp" engines.

C-7 - Folker Trimotored Transport, with J-6 engines.

B-2 - Curtiss "Condor" Bomber, two geared 600 h.p. Curtiss engines, 4,000 lb. bomb capacity.

LB-7 - Keystone Light Bomber, two Pratt-Whitney "Hornet (525 h.p.) engines, 2,000 lb. bomb capacity.

PT-1 - Consolidated Primary Training plane, 180 h.p. Wright V-type Model E engine.

PT-3 - Same as PT-1, except for wing modification and Wright "Whirlwind" engine.

BT-1 - Douglas Basic Training plane, O2-H with dual controls and no military equipment.

BT-2 - Similar to BT-1, but with Pratt-Whitney "Wasp" engine.

YF-1 - Fairchild 71 Model, Photographic plane put out for service test.

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CATERPILLARS STILL THRIVING

It was only the other day that the present status of the Caterpillar Club was summed up in this issue of the News Letter, the "dope" disclosing a total of 253 names and 265 emergency jumps, 12 jumps being repeaters. Information just received reveals that four additional members have been initiated lately in the persons of 2nd Lieuts. Karl G. Gimler, Edward H. White, Frederic H. Smith and Sergeant Sirovic, all of the Army Air Corps. With the addition of these four new members, the Caterpillar Club roster now shows 257 names and 269 jumps.

Lieut. Gimmler with Sergeant Sirovic, both of the 3rd Attack Group, Fort Crockett, Galveston, Texas, were on July 15th flying to Kelly Field, Texas, preparatory to making a night flight back to their home station. According to telegraphic advice from Lieut. Gimmler, the elevator of the plane jammed while in the vicinity of Hallettsville, Texas. No longer able to control the drifting airplane, both men took to their parachutes and reached the ground safely.

Lieut. White, a recent graduate of the Advanced Flying School, now stationed at Kelly Field, deserted a PW Pursuit plane on July 15th while flying near the Fredericksburg road, some six miles north of Kelly Field. According to unofficial advices, he was practicing acrobatics and had made three barrel rolls when the elevator control wire broke and the plane went into a spin at an altitude of about 2500 feet. Lieut. White jumped after the plane had made six or seven turns and had lost about 1300 feet altitude.

Hurled unexpectedly into space when the safety belt on his Pursuit plane broke, while flying on July 22nd in the vicinity of San Antonio, Texas, Lieut. Smith pulled the rip cord of his parachute and thereby joined the fast growing fraternity of Caterpillars.

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PIONEER AIRMAN JOINS THE GREAT BEYOND

Those in and out of aviation circles were greatly shocked at the news of the unexpected death of Glen H. Curtiss, pioneer American airman. The Hon. F. Trubee Davison, Assistant Secretary of War, stated that "In the death of Glenn Curtiss aviation has not alone lost a man whose pioneering efforts in engine development and plane design won great glory for American aircraft, but it has also lost the competent services of a seasoned expert who for a generation has kept abreast with and contributed greatly to aeronautical progress."

Major General James E. Fechet, Chief of the Air Corps, stated - "On behalf of Army Air Corps pilots as well as on my own, I express deep drief over the death of Glenn Curtiss. His life was dedicated to the advancement of flight. His discoveries as an aeronautical scientist and engineer contributed greatly toward the development of our present-day equipment. His untimely death is a great loss to aviation in all its branches.

WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Lieut.-Colonel Henry C. Pratt from duty in the Hawaiian Department to Wright Field, Dayton, Ohio, as Chief of the Materiel Division.

Brigadier-General Charles H. Danforth, Assistant Chief of Air Corps, to Duncan Field, San Antonio, Texas, to assume command of Air Corps Training Center.

Major Thomas DeW. Milling from Office Chief of Air Corps, Washington, D.C., to duty as Instructor, Air Corps, Colorado National Guard, Denver, Colo.

Major Jenner Y. Chisum to proceed to his home to await retirement.

Captain Frank O. Hunter from Office Chief of Air Corps to Rockwell Field, Calif., sailing from New York City October 10, 1930.

Captain Walter Reed from Primary Flying School, March Field, Calif., to Langley Field, Va., for duty as student at Air Corps Tactical School.

1st Lieut. Harvey K. Greenlaw from University of California, Berkeley, to Fort Sill, Okla., for duty with Air Corps troops.

1st Lieut. Robert R. Selway, Jr., March Field, to Crissy Field, then to duty in Philippines, sailing from San Francisco about November 19, 1930.

1st Lieut. Julian B. Haddon from Wright Field, Dayton, Ohio, to Office of Chief of Air Corps, Washington, D.C.

1st Lieut. Barney M. Giles, March Field, to Rockwell Field, Calif.

1st Lieut. Eugene C. Batten, from Walter Reed General Hospital to Rockwell Field, Calif., sailing from New York July 18th.

2nd Lieuts. Julius T. Flock, Fort Crockett, and Neil B. Harding, Selfridge Field, to Air Corps Training Center, Duncan Field, Texas.

2nd Lieut. Sam W. Cheyney, Rockwell Field, to Fort Riley, Kansas, for duty with Air Corps troops.

2nd Lieut. Reuben C. Hood, Jr., Langley Field to Edgewood Arsenal, Md., for duty with Air Corps detachment.

2nd Lieut. Clarence S. Irvine, March Field, to Chanute Field, Rantoul, Ill.

Promotions: 1st Lieut. Louis N. Eller to Captain, rank from June 21,1930.

1st Lieut. Ulysses G. Jones to Captain, rank from July 1, 1930.

2nd Lieut. George A. Whatley to 1st Lieut., rank from June 16, 1930.

2nd Lieut. Sheldon B. Edwards to 1st Lieut., rank from June 21, 1930.

2nd Lieut. Clarence S. Thorpe to 1st Lieut., rank from June 30, 1930.

Resignation: 2nd Lieut. George Brinton McLellan.

Reserve Officers detailed to extended active duty: 2nd Lieut. Eugene Otto Klose, Montgomery, Ala., to Maxwell Field, Ala., July 15 to June 30, 1931. From July 15 to January 14, 1931 - 2nd Lieut. Otis Black Crawford, San Fernando, Calif., to Rockwell Field; 2nd Lieut. Joel George Pitts, Oklahoma City, Okla., to post Field, Okla.; 2nd Lieut. Egbert C. Cook, Hollywood, Calif., to Rockwell Field; July 2 to December 31, 1930 - 2nd Lieut. James Howard Roe, Spokane, Wash., to Fort Sill, Okla.; 2nd Lieut. George E. Percefull, Lonoke, Ark., to Fort Sill, Okla.; August 1 to January 29, 1931 - 2nd Lieut. Desmond Sturgis Shipley, New York City, to Mitchel Field, N.Y.

Detailed to the Air Corps: 2nd Lieut. Harry G. Montgomery, Jr., Infantry, to Brooks Field, Texas, October 15, 1930, for flying training.

Appointments: 2nd Lieut. Elvin F. Maughan, Air Corps Reserve, as 2nd Lt., Air Corps, Regular Army, and to Fort Sill, Okla., for duty. Rank from June 18,'30.

Relieved from detail in Air Corps: 2nd Lieut. Donald M. Schorr, Cavalry, and to 1st Cavalry Division, Fort Bliss, Texas.

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PROMOTION OF AIR CORPS ENLISTED MEN

Technical Sergeant George W. Klingler, Chanute Field, to Master Sergeant, to fill vacancy in 17th Pursuit Squadron, Selfridge Field, Mich.

Technical Sergeant William E. Vessey, to Master Sergeant, to fill vacancy in 53rd School Squadron, March Field, Calif.

Staff Sergeant Otis W. Lee, 24th Airship Company, Scott Field, to Technical Sergeant, to fill vacancy in 19th Airship Company, Langley Field, Va.

Staff Sergeant George B. Brown to Technical Sergeant to fill vacancy in 24th Pursuit Squadron, Panama Canal Department.

Staff Sergeant Gregory A. Mitchell to Technical Sergeant, March Field, Calif.

Staff Sergeant Roy F. Hamblin, 23rd Bomb. Sqdn. to Technical Sergeant.

Staff Sergeant Harvey J. Downing, 65th Service Squadron, Hawaiian Dept., to Technical Sergeant, to fill vacancy in 72nd Bombardment Squadron, Hawaii.

NOTES FROM AIR CORPS FIELDS

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Scott Field, Belleville, Ill., July 12th:

1st Lieuts. Courtland M. Brown, William O. Eareckson, and 2nd Lieut. John P. Kidwell, returned from the National Balloon Races, held at Houston, Texas. They all report excellent treatment by the Race management there, and interesting flights while participating in the Races.

Col. John A. Paegelow, Commanding Officer, Scott Field, Ill., was officially invited by the Chamber of Commerce, St.Louis, Mo., to participate in the reception on July 12th, of Commander Byrd and Crew who participated in the flight to the South Pole.

On July 12th, a flight, commanded by Lt.-Col. John A. Paegelow, from Scott Field, consisting of a TC-10-253 Airship, eight O-19 Observation planes and one Fairchild photo plane, gave a demonstration over St. Louis in honor of Commander Byrd and his exploring party.

On July 8th, one O-19 Observation plane, piloted by 2nd Lieut. H.W. Grant, with 2nd Lieut. I.R. Selvey, observer, went to Chicago and carried out a successful radio mission, cooperating with the University of Chicago,R.O.T.C.

San Antonio Air Depot, Duncan Field, Texas, July 12th:

The Depot had the pleasure of an informal visit from Major W.G. Kilner, of the Office of the Chief of the Air Corps, who was in this vicinity, June 13th to 16th.

On Wednesday, June 18th, a Garden Party was given by the officers and ladies of Duncan Field in honor of Brigadier-General and Mrs. Frank P. Lahm in connection with their approaching departure from the Air Corps Training Center. The party, which began at nine o'clock in the evening, was held in the rooms on the lawn of the Officers' Club at this station. In the receiving line, on the lawn, were Brigadier-General and Mrs. Lahm, Major and Mrs. A.W. Robins,and Lieut. and Mrs. R.W. Douglass, Jr. The rooms were tastefully decorated with zinnias, daisies, snapdragons and palms, and the lawn presented a charming picture in colored lights. About two hundred guests were present from the various Air Corps and other Army circles in the vicinity of San Antonio. Dancing was enjoyed to the pleasing music of the Air Corps Training Center orchestra; the weather was perfect, and everything was conducive to the success of the occasion.

Capt. Ira C. Eaker, of Bolling Field, paid this Depot a brief visit on June 20th, incident to attending the Dedication of Randolph Field, bringing Major-General Fechet's plane over to the Depot from Randolph Field for miscellaneous repairs and servicing.

1st Lieut. Lewis S. Webster of this Depot, after ferrying a PT-3A plane to Selfridge Field, Mich., availed himself of a few days' leave of absence in that section of the country before returning to the Depot by rail.

1st Lieut. R.C. Wriston and 2nd Lieut. I.W. Ott, of Maxwell Field, were visitors at this Depot on June 23d, obtaining and ferrying two PT-3A airplanes to their home station.

Mrs. Warner B. Gates, wife of Capt. Gates of this Depot, and daughter, are enjoying a summer's outing in Wisconsin. Mrs. Gates left here on June 24th, to motor through, accompanied by Mrs. F.G. Irvin, wife of Lieut. Irvin, en route from Kelly Field to Indianapolis. Unfortunately, on the road just beyond Waco, Texas, an accident occurred, in which a large motor truck collided with their car, and in which the ladies suffered severe shock and bruises, necessitating their return here and confinement to the house until they have recovered sufficiently to resume their journey on July 2d.

Capt. D.P. Muse of Maxwell Field, paid a visit to the Depot on June 24th, leaving here on the 25th and ferrying a C-1 plane back to his home station.

Capt. Wm.B. Wright,Jr. on duty at Richards Field, Kansas City, Mo., formerly Adjutant at Kelly Field, came down to ferry an O-11 back to his station, arriving and leaving here June 24th.

2nd Lieut. Charles H. Caldwell, of Wright Field, Ohio, en route to the Rockwell Air Depot, stopped over at this Depot on June 24th for a conference regarding costs of overhaul of airplanes and engines.

Maj. Robins, Commanding Officer, and Lieut. A.S. Albro, of this Depot, accompanied Brig.-General Lahm, Capt. Burt and Lieut. Douglass, of the Headquarters of the Air Corps Training Center, on a cross-country to Eagle Pass, Texas, and return, on June 24th.

Lieuts. Joseph T. Morris and Norman B. Olsen of Selfridge Field, arrived at this Depot on June 30th to ferry back two PT-3A's to their home station, leaving here July 1st on their return.

Warrant Officer A.R. Trabold of this Depot departed July 3d for two days' leave of absence before proceeding to Wright Field, Ohio, for a two weeks' course of study in Air Corps supply work in the Materiel Division.

The 4th of July passed off very quietly at this Post, most of the personnel being away on their own several diversions for the day. In the evening, through the courtesy of Major Robins, our Commanding Officer, a very pretty fireworks display, to which everybody on the Post was invited, was held on the Flying Field.

Lieut. Charles E. Branshaw, Chief Engineering Officer, departed for a few days' temporary duty at Wright Field, Ohio, conferring with the Office of the Chief of the Materiel Division in regard to the repair and maintenance of equipment in this Depot's area.

Lieut. Charles E. Thomas,Jr. of this Depot, made a trip to Crissy Field, Calif., by rail for the purpose of ferrying an A-3 plane from that Field to this Depot.

During the month of June the following airplanes and engines were overhauled and repaired by the Engineering Department of this Depot:
Airplanes - Overhaul: 2 A-3, 1 LB-5, 1 DH-4M-2T, 1 O-11, 1 O-17, 1 P1-A, 1 P1-D, 1 P1-E, 1 P1-F, 1 PW-9D, 6 BT-1, 1 PT-3, 1 PT-3A, total 19. Miscellaneous repair: 1 A-3B, 1 LB-5, 2 C-9, 1 O2, 7 O-19B, 1 BT-1, 1 BT-2A, 5 PT-3, 1 PT-3A, 1 N-C, total 21. Assembled Jobs: 8 PT-3A.

Engines - Major overhaul: 32 Curtiss D-12, 22 Wright J-5, total 54. Minor overhaul: 53 Liberty, 7 Curtiss D-12, total 60.

Nichols Field, Rizal, P.I., June 5th:

The rainy season has apparently set in, as it has rained every day for the past ten. Flying has been curtailed due to this fact and also the shortage of aircraft.

Headquarters Detachment: Capt. Vernon L. Burge led a formation of three O2-H's to Aparri on a reconnaissance flight on May 8th. The personnel of the flight, aside from Capt. Burge, consisted of Capts. Arthur E. Easterbrook and B.F. Giles, Lieut. R.F. Stearley, Mr.Sgt. Nendell and St.Sgt. Duffy. The flight took off at 7:15 A.M., and arrived at Aparri three and one-half hours later. After remaining at Aparri over night, the flight took off at 6:30 A.M., and flew down the western coast of Luzon, deviating from the coast line long enough to fly over Baguio, which is a beautiful sight from the air.

The detachment has been busy getting a team in shape for the first game of the Inter-Squadron Basketball League.

Approximately one-third of the men made plans to take the examination for the rating of Air Mechanic scheduled to be held early in June.

28th Bombardment Squadron: Capt. Brock returned from detached service at Camp John Hay, reporting an enjoyable trip.

Lieut. Dache M. Reeve returned on the 5th from detached service in the Southern Islands, burdened with souvenirs and a tale or two of the hospitable treatment extended by the different Moro Datus.

Lieuts. E.M. Morris and Charles T. Myers returned from Baguio on the 14th. They floated most of the way back in their "Baby Lincoln".

Lieut. and Mrs. George H. Steel spent two weeks at Baguio.

Lieut. Donald B. Phillips,transferred to the Philippine Air Depot, will be greatly missed by the Squadron.

66th Service Squadron: Capt. W.O. Butler returned from Camp John Hay on May 1st.

The Squadron basketball beam has been organized with complete new uniforms and equipment. This team is under the direction of Lieut. Joseph Smith and is being managed by St.Sgt. James A. Somner.

Third Attack Group, Fort Corckett, Texas, July 1st:

Tech.Sgt. C.P. Smith, pilot, and St.Sgt. Frank Bobulski, radio operator, made a trip to the West Coast in an attempt to determine the feasibility and practicability of an Attack plane keeping in touch with its home station in flight by sending a message to the nearest land station and having it relayed from there. The flight was a success.

The planes have been going on so many long trips lately that baseball had to be postponed some of the time.

Lieut. Pleasant F. Carrier, A.C.R., was recently relieved from active duty and reverted to inactive status. He will enter the employ of the Standard Oil Co. of Louisiana.

Lieut. John A. Samford was transferred from the Group to Duncan Field for duty.

Pvt. Bob Colley and Cpl. Pete Kuykendall are recovering from a bad automobile accident on the Houston highway on the afternoon of June 29th. Colley, who was not expected to live, has since pulled around and is on the road to recovery. Kuykendall escaped with only a few cuts about the face.

The wedding of 2nd Lieut. Tracy Kemp Dorsett and Evic Lee Glover was solemnized on July 1st at Cooledge, Texas. Mrs. Dorsett will be at home July 2d. Her address is 2223 35th St., Galveston, Texas.

Six planes of the Group were flown to Tyler, Texas, recently where the personnel participated in the dedication of the new 293-acre municipal airport.

Third Attack Group, A.C., Fort Crockett, Texas, July 15th:

On Sunday July 6th, General C.P. Summerall, Chief of Staff, made an official visit to Fort Crockett. Arriving at 9:50 A.M., he inspected the Post, Squadrons, Airdrome and ships, in the morning, and in the afternoon the Coast Artillery equipment and Harbor Defenses. At noon he was the guest at a dinner attended by the Officers and wives of the command. Later in the evening he departed for West Texas. A 27-ship review was flown at noon in his favor.

The 90th and 60th Squadrons are neck and neck for first place in the Inter-Squadron baseball league.

Lieut. Talma (Tut) Imlay, Quarterback on Andy Smith's wonder (California) football team, is back in California visiting on an extended cross-country.

Mr. Brockhurst, well known Fox Movietone News man, is shooting some newsreels of the Attack Group.

The wedding of Miss Edith Van Horn, daughter of Mr. and Mrs. G.W. Van Horn of Charleston, W.Va., and Lieut. Frankfort Forest Everest,Jr.,U.S.A.,A.C., a member of the Third Attack Group, Ft. Crockett, was solemnized at the home of Miss Van Horn's parents in Charleston on July 1st.

Fort Sill, Oklahoma, July 5th:

Capt. Lawrence P. Hickey, 1st Lieut. George E. Rice, 2nd Lieuts. George V. Halloman and James L. Jackson went to Buffalo,N.Y., to ferry back four new O-19B airplanes. Three of these planes arrived at this station O.K. The fourth finished its journey, via railroad, to the A.I.D., San Antonio, Texas.

Lieuts. Clarence E. Shankle and Ralph E. Holmes arrived at this station.

1st Lieut. Herbert K. Baisley was transferred from this station to Wright Field, Dayton, Ohio.

2nd Lieuts. Joe C. Britton, Lloyd E. Hunt, Harry B. Fleming, Charles H. Millier, Louis S. Wait and Stanley J. Young, all recent graduates of Kelly Field, Texas, were assigned to this sstation for one year's active duty as Reserve Officers.

Wright Field, Dayton, Ohio, July 16th:

The Hon. F. Trubee Davison, Assistant Secretary of War, for Aeronautics, arrived at the Field on June 8th, remaining for a two-day visit. The object was a regular inspection, with Wright Field as one of a series of Army flying fields. While here Mr. Davison flew many of the different planes on the line under test status. Capt. Ira C. Eaker acted as Mr. Davison's pilot for the trip.

Capt. George W. Haskins, A.C. Reserve, formerly a Regular Army officer of McCook Field, who reported for two weeks' active duty on June 15th was assigned to the Airplane Branch.

Lieut. George F. Schulgen, who during the past year took a special aeronautical course at the Mass. Institute of Technology, reported for duty the middle of June and was assigned to the Power Plant Branch.

Major J.D. Reardan, our Commanding Officer, returned recently from an 18-day leave.

The following officers journeyed to the plant of the Douglas Company, Santa

Monica, Calif., during the month of June, to ferry a number of new O-25A airplanes to Wright Field: Lieuts. F.O. Carroll, J.A. Woodruff, C.H. Ridenour, H.P. Rush, Leroy Wolfe, C.H. Caldwell. The following engineers accompanied them: W.G. McNeil, Armament Branch; F.... Heckert, Power Plant Branch, J.... Schwinn, Procurement Section. All planes arrived in good order.

Major A.H. Hobley of the Office of the Assistant Secretary of War, arrived at the Field June 23d and spent several days with the Industrial War Plans Section.

The Fokker Amphibian was flown to Selfridge Field on June 23d for the purpose of subjecting it to test as a seaplane, with Lieuts. F.O. Carroll, Clements McMullen, W.H. Brookley and H.P. Rush to perform the piloting and to make engine and airplane observations.

Lieuts. F.E. Glantzberg and F.D. Klein flew to Chicago to participate in the air maneuvers held in conjunction with the Chicago Air Show.

Major J.L. Hatcher, Ordnance Dept., and Capt. St.Clair Streett, Chief of the Flight Test Branch, flew to Washington on July 8th for a conference with the Chief of Ordnance. They returned the following day.

The Field was visited by 42 Boy Scouts on July 9th from St. Louis and Kansas City. The young horde had been on a bus tour through the East, with several Scout Masters in charge, and were on their way back home.

Capt. W.A. Hyde, A.C. Reserve, Director of Research of the Leon J. Barrett Company, Worcester, Mass., reported for two weeks' active duty, July 1st. While here, Capt. Hyde gave an illustrated lecture in the auditorium for the engineers on the "Air Waves About Bullets in Flight". During the war, he was connected with the Science and Research Department, Langley Field, where he worked on the objectives of bombs and the stabilization of bomb sights. Previous to that time he was with the Bureau of Ordnance, Navy Dept., where he took photographs of the air waves about bullets. These proved most interesting illustrations of the lecture he delivered.

Lieut. F.D. Klein acted as escort to O. Sugamoto, Lieut.-Commander, Japanese Navy, who visited the Field on July 10th.

Lieut. D.L. Bruner, who recently recovered from an accident suffered in New York when he had a forced landing, returned to the Field and on July 12th left for Washington for a conference on night lighting installations.

James W. Musser, Chief Inspector of Airplanes and Engines, left on July 13th for Cleveland, Buffalo and Pittsburgh, on inspection matters.

Major-General J.E. Fechet and Lieut. E.R. Quesada stopped at the Field on July 13th on their way from St. Louis to Washington.

Rockwell Field, Coronado, Calif., June 30th:

Col. Robert B. McBride, General Staff Corps, Assistant Chief of Staff G-4, Headquarters, Ninth Corps Area, arrived at Rockwell Field, June 3d, on temporary duty for purpose of inspecting matters relating to construction, supply and equipment.

Lieut.-Colonel Francis B. Wheaton, Q.M.C., arrived at Rockwell Field, June 17th, on temporary duty for the purpose of inspecting conditions and installations in connection with Quartermaster Construction, Repair and Maintenance.

Col. John E. Hemphill, S.C., Ninth Corps Area Signal Officer, arrived at Rockwell Field, June 24th, in connection with the expansion of Rockwell Field telephone system.

War Department orders were received relieving Major A.L. Sneed, A.C., Post Commander and Commanding Officer of the Rockwell Air Depot, and assigning him to duty with the Materiel Division, Dayton, Ohio.

Capt. H.M. Elmendorf, A.C., Commanding Officer 95th Pursuit Squadron, received orders assigning him to duty in the Office of the Chief of the Air Corps.

Lieut. Odas Moon, A.C., Group Operations Officer, leaves some time during the month of July for course of instruction at the Air Corps Tactical School, Langley Field, Va.

Capt. C.M. Savage, A.C., arrived at Rockwell Field, June 7th, and was appointed Post Adjutant, vice Lieut. Robert E. Selff, A.C., who has taken over the duties of Post Operations Officer.

Second Lieut. C.H. Murray, Tom W. Scott and Gerald Hoyle received their appointments as 2nd Lieutenants, A.C., Regular Army.

War Department orders were received assigning Major B.K. Yount, A.C., to duty at Rockwell Field as Post Commander.

War Department orders were also received assigning 1st Lieuts. Ralph H. Snavely, R.K. Lebrou and 2nd Lieuts. James E. Briggs to duty at this Field.

The following-named 2nd Lieutenants, A.C., Reserve, recent graduates of the Advanced Flying School, Kelly Field, Texas, were assigned to Rockwell Field for duty - John Davis Kreyssler, Edward Frank Kiessig, Richard Morden McGlinn, Austin Samuel Merrifield, Wallace Joseph O'Daniels, Rubbis Milo Thornton, Russell Willoughby Munson and James Arthur Fisk.

William S. Brock and Edward F. Schlee completed a non-stop flight from Jacksonville, Fla., to Rockwell Field, Calif., June 18th, arriving here at 4 P.M. After a half-hour's stop in order to refuel, the flyers left in their Lockheed Vega monoplane for a non-stop flight back to Jacksonville, Fla.

The Rockwell Field Squash Team dealt an overwhelming defeat to the University Club team from San Francisco when the rivals journeyed southward June 28th, winning nine of the twelve matches played. The outstanding feature of the day came when Lieut. J.E. Mallory beat Mr. Janin, recognized as the best player on the Pacific Coast. Mr. Janin was Captain of the Harvard Team in 1922. After the fray the visitors were royally entertained by the local boys.

Miss Ruth Marie Osborne became the bride of Lieut. Lloyd Watnee, A.C., 11th Bombardment Squadron, Rockwell Field, at a large military wedding held in San Francisco, June 21st. Many officers from Rockwell Field flew to San Francisco in order to attend the wedding.

Connecticut National Guard, A.C.:

Major "Toby" Freeman and General Wm.F. Ladd, former C.O.'s of the Squadron, were recent dinner guests of the officers at the regular Wednesday evening meeting.

Last month Maj. Hubert E. Johnson combined business with pleasure and made a trip to New Orleans. He was accompanied by St.Sgt. William A. Pragluski as mechanic. A Douglas BT-1 was used on the trip, the following stops being made: Buffalo,N.Y.; Cleveland, Ohio; Louisville,Ky.; Memphis,Tenn.; and New Orleans,La. The eastern route was followed on the way home, and stops were made at Birmingham, Ala.; Spartansburg, N.C.; Washington, D.C.; Philadelphia,Pa.; Mitchel Field, L.I.,N.Y.; and Hartford, Conn. Outside of two days which were rainy, the weather was excellent and a successful trip was accomplished.

When National Commander O.L. Bodenhamer, of the American Legion, visited Connecticut recently, he was flown from Providence, R.I. to Plainville, the home of Governor Trumbull, by Lieut. Charles L. Wright in one of the Squadron's training ships. In the afternoon he was flown back to Hartford, where he was met by a delegation of prominent citizens, headed by Governor Trumbull and Major Batterson of Hartford. On the flight from Plainville to Hartford, Commander Bodenhamer was escorted by the State-owned Vought, flown by Capt. Harry Generous, and two Squadron ships flown by Lieuts. Fred Sanson and Charles Wright.

Lieut. John M. Holmes, a member of the last class at Kelly, is the junior pilot of the Squadron.

Former Cpl. H.L. Nadeau is the first of the "non-coms" to pass successfully the correspondence course to become an Observer. He was commissioned a few days ago.

March Field, Riverside, Calif., July 1st:

After 13 years' service another war-time 1st Lieutenant finally received his promotion to Captaincy. During the early part of June, R.C.W. Blessley was informed that he was finally promoted to a Captain.

On June 25th, the Air Corps Primary Flying School, March Field, graduated its seventh class since reopening of the school in 1927. Nineteen 2nd Lieutenants and twenty-seven Flying Cadets were transferred to the Air Corps Advanced Flying School, Kelly Field, Texas.

Capts. Dudley B. Howard, Edgar P. Sorensen, 1st Lieuts. W.C. Farnum, Lawrence A. Lawson and Lester M. Rouch and 2nd Lieuts. Howard H. Couch and Wilfred J. Paul, all officers of the Air Corps with lighter-than-air pilots' ratings, were assigned to the class starting July 1st for heavier-than-air training.

The Flying Cadets from the July 1st class have started reporting. Already one hundred and thirteen new "dodos" are receiving their initiation into military life. From early morn until sundown, squads of the new cadets can be seen taking military instruction on the parade ground. It is expected to have 126 flying cadets in the new class.

On July 11th a dance is scheduled to be held in honor of our departing Commanding Officer and his charming wife, Major and Mrs. M.F. Harmon, who will soon leave for the Command and Staff School, Ft. Leavenworth, Kansas. It is with the deepest regret of the personnel of March Field that Major and Mrs. Harmon are leaving our midst. They have endeared themselves to the entire post and to the people of Riverside. During their stay here, they have wholeheartedly entered into all activities on the field, Mrs. Harmon being particularly active in the social field, and Major Harmon an outstanding figure in our athletic life. He was numbered as being one of the best hunters and fishermen amongst the officer personnel (deep sea fishing excepted). The entire command wishes Major and Mrs. Harmon the best of luck and a happy tour at their new station.

Religious activities, under the ministration of Major Charles F. Graeser, Chaplain, are an outstanding feature of the life of the post, and they appear to grow with the development of March Field. Since the quarters were finished and occupied, the Sunday School has taken on new life. Energetic programs contributed by the Squadrons have served to add encouraging vitality to the morning services, the men evidencing voluntary interest. Special music has been developed by each sponsoring unit, and the wholesome rivalry has revealed a wide-awake and up-and-coming aggregation. Unstinted praise is due all those who have so loyally placed themselves into this worth while program of post life. It is fully disclosed that wholesome religion is ever in demand.

Chanute Field, Rantoul, Ill., July 15th:

Lieut. John M. Weikert, A.C., Assistant Director, Department of Photography, was taken suddenly ill with appendicitis and rushed in the field ambulance to Ft. Sheridan Hospital for an emergency operation. The Director of the Department recently returned from Ft. Sheridan following a similar operation, so indications are that in the near future we will hear of Goddard and Weikert discussing their operations.

On July 8th the Assistant Commandant, Photographic Officers Class and their families were entertained with a picnic given by the Director of the Department of Photography. Motion pictures of the Philippine Islands and China were shown following the refreshments, which were served from the new photographic trucks.

The Chanute Field Pistol Club won the second of a series of three matches from the pistoleers Club of Cumberland, Md., here hast week when they turned in an aggregate score of 834 as compared to 802 for the Pistoleers. The highest individual score was chalked up by Lieut. John L. Hitchings, Governor of the local club, while the feature of the match was the shooting of Lieut. George H. Sparhawk, who raised his previous score of 192 to 215 in the shoot last week. Lieut. Hitchings' score was 227; other marks turned in being 200 for Lieut. Minton W. Kaye and 192 for Lieut. Arthur L. Hamilton.



—ISSUED BY—
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

VOL. XIV AUGUST 23, 1930 NO. 10

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VOL. XIV AIR CORPS NEWS No. 10

Information Division, Air Corps — August 29, 1930 — Munitions Building, Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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DEMONSTRATING AMERICAN PLANES IN EUROPE

By A. M. Jacobs

After four months of demonstration flying in European capitals, 1st Lieut. James E. Parker, Air Corps, test pilot at Wright Field, Dayton, Ohio, set the wheels of a plane down on home soil recently and quietly slipped back into his job. Lieut. Parker went to Europe as a member of a "Flying Mission" organized by the Curtiss-Wright Company to demonstrate their planes. His companions on the expedition were Pilots Melvin Hall (formerly a Major in the Air Service) in charge; Lieutenant James H. Doolittle, one of the foremost American flyers, who recently resigned from the Air Corps; Captain J. T. Cannon, of Duncan Field, Texas; William H. Goulding, and two mechanics.

Four planes formed their fleet - a "Fledgeling" (two-seater training), piloted by Captain Cannon; a "Falcon" (two-seater observation), piloted by Lieut. Parker; a "Robin" (three-seater passenger), piloted by Mr. Goulding, and a "Hawk" (single-seater Pursuit), piloted by Lieut. Doolittle. The party landed at Athens, Greece, the latter part of April and gave two flying exhibitions for the military and civil authorities, which Lieut. Parker describes as follows: "First," he says, "Cannon went up with the 'Fledgeling' and showed the control in stalls close to the ground and in landings. He then went up to a thousand feet, put it through loops, spins, rolls, inverted flight, pulled one or two Immelmans and landed. Then Doolittle and I took off, did a couple of dives and chandelles in tight formation, then broke and gave a mock combat fairly low. Then I took the 'Falcon' up to a thousand feet and twisted it about, followed by a couple of dives with either loops off the ground or Immelmans, some flying on the side, a fast speed flight over the crowd, and landed. Doolittle had climbed to about 6,000 feet by the time I landed, and made a power dive, rolled upward, looped rolling in the loops, a double Immelman and a loop out of it. He then dived, followed by an inverted climb or zoom, gave an inverted flight, side flight, landed, took off into a loop and landed. It lasted about twenty minutes and so was fairly snappy.

"Everyone was more impressed by our flying on the side than anything else we did. They thought it remarkable."

It sounds most snappy and remarkable. As one of the Greek newspapers naively expressed it, "None of the French or other foreign acrobats who have passed through Saloniki have presented such wonders to us. Probably their machines did not permit them to do so." They refer to Lieut. Doolittle as "the quickest in the whole world."

After the demonstration flights, foreign pilots, officials, and often royalty and the family of royalty were taken up for flights. Thus, Lieutenant Parker's pilot-book holds the entry: "Sofia, Bulgaria - May 8 - Prince Cyril for ride - 35 minutes."

From Athens the party flew to Saloniki, Belgrade, Bucharest, Constantinople, Eskiselur (the Kelly Field of Turkey - only bigger even than Kelly, Lieut. Parker explains), Angora, Budapest, Vienna, Munich, Berne, Prague, Warsaw, Leda, Drinsk, Riga, Kovno, Reval, Helsingfors, Hanko, Berlin, Brussels, Paris and Rotterdam. The planes were left at Rotterdam for shipment, the aviators flying to London via the commercial airways and sailing for home. Lieut. Parker states that with all the acrobatics the planes reached the journey's end without a scratch.

Much of the flying in Southern Turkey, Greece and Bulgaria was over rough, mountainous country without landing fields. Once in the Balkan Mountains they were held up by fog, the only delay to their schedule. Flights through the Alps, Southern Germany, and Austria were indescribably beautiful.

Everywhere the civil authorities, members of the diplomatic corps, military heads, and the Aero Clubs entertained them royally. They were made honorary members of most of the Aero Clubs, and that of Turkey presented them with handsome

gifts upon their departure. With the exception of the major European powers, they found apparently little manufacturing of military aircraft in progress, Czechoslovakia doing the largest amount.

Since reporting again at Wright Field from his four months' leave of absence from the Army, Lieut. Parker has tackled his work with the Flying Branch with all his old time enthusiasm. He came to Wright Field in November, 1928, his special work having been flight testing ever since.

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MORE ABOUT CALIFORNIA SUNSHINE

The News Letter Correspondent from the Primary Flying School, March Field, Riverside, Calif., states that the climate in Southern California this summer has been, as so frequently expressed by the natives, "unusual." The days have been sunshiny but cool, with a few short hot spells. However, as a whole, the temperature this summer has been much below that of previous summers. As a result, several officers have deferred taking their leaves. The sunshine, however, has put a nice coat of bronze on all the officers, even to the extent that one sun-browned officer's nationality was questioned by the U.S. Immigration authorities as he crossed the Mexican Border from Agua Calliente.

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FRANCE FIELD OFFICERS FLY PHOTOGRAPHIC MISSION IN COSTA RICA

No cross-country flights of any consequence have been written into the records of the Field during the past two months with the exception of an eight-day photographic mission to Costa Rica, reports the News Letter Correspondent from France Field, Panama Canal Zone. This mission was for the purpose of obtaining aerial photographs of the proposed route of the Pan-American Highway for the Costa Rican government. First Lieut. A.Y. Smith and Staff Sergeant Crow, of the 12th Photo Section, and 1st Lieut. John G. Moore and Technical Sergeant Ashby, of the 7th Observation Squadron, were assigned to the mission. They established their headquarters at San Jose, the capital.

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GENERAL McCOY MAKES LONG CROSS-COUNTRY

Major-General Frank R. McCoy, Commanding General of the Fourth Corps Area, made a cross-country flight to Buzzards Bay, Massachusetts, in an O-22 from Maxwell Field, Montgomery, Ala., recently. He was piloted by Lieut. John W. Sessums, Air Corps.

A week later, General McCoy arrived at Maxwell Field for another visit. Immediately after his landing, an aerial review was flown by the Regular officers of the field and officers of the Organized Reserve attending a two weeks' encampment. Accompanying General McCoy was his aide, Lieut. Wm. S. Biddle, piloted by Lieut. Raymond R. Brown, of Atlanta, in an O-11. Following the review the General addressed a meeting of the Alabama State Convention of the American Legion, returning to Fort McPherson, Ga., the following day.

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ACTIVITIES AT THE AIR CORPS TECHNICAL SCHOOL

According to the activity report of the Air Corps Technical School at Chanute Field, Rantoul, Ill., for July, three classes of enlisted men, comprising a total of 24 students, pursued the course of instruction in the Department of Photography. One class of six officers graduated from the photographic course on July 14th, and one class of five enlisted men graduated on July 18th.

Enlisted students undergoing instruction in the Department of Mechanics numbered 209, with 29 men awaiting entrance to the school. The instruction of the first classes under the revised program of training which went into effect on July 1st has progressed very satisfactorily.

Undergoing instruction in the Department of Communications were four classes of enlisted men, totalling 43.

Class No. 1, Armament Section, School Year 1930-1931, was assigned but nine students, thus cutting down the number of graduates per year which can be sent from this course.

COLONEL FICKEL GOES TO WASHINGTON

By A. M. Jacobs

Lieut.-Colonel and Mrs. Jacob E. Fickel, after a four-year residence in Dayton, Ohio, left early in August for Washington, D.C., where the former will enter the Army War College. This is the Army's most advanced school, its training preparing the officers for the ranking commands and for the handling of personnel of the largest groups. Though looking forward to this one-year course, it is with the greatest regret that Colonel and Mrs. Fickel took leave of Dayton. Coming here four years ago with General Gillmore, Colonel Fickel has served ever since as the Executive of the Materiel Division, both under Generals Gillmore and Foulois, except for a short time after General Foulois' departure, when he acted as Chief of the Materiel Division. In this work his conscientious effort and ability have been unquestioned.

Colonel Fickel is one of the high-ranking Air Corps officers promoted from the line. From 1902 to 1904 he was a cadet with the Coast Guard. Later he enlisted as a private of Infantry. It was not until 1907 that he was commissioned a 2nd Lieutenant. In 1910 he began experimenting with Glenn Curtiss in firing guns from airplanes, and he was known as the first aerial gunner. In 1916, when he held the rank of Captain, he transferred from the Infantry to the Aviation Section of the Signal Corps. He served in many stations throughout the United States and twice in the Philippine Islands at five-year intervals.

During the War, Colonel Fickel was flying instructor in several training schools and in command of the one at Carruthers Field, Texas. Following the close of the War, his duties lay mostly in the Office of the Chief of the Air Corps in Washington, as Comptroller of the Spruce Production Board, in the Air Corps Finance Offices, and as Chief of the Supply Division.

Colonel Fickel has never lost his zest for flying. Recently he flew from Florida to Panama across the Carribean Sea, with Lieuts. Albert F. Hegenberger and Ennis C. Whitehead. A graduate of the Advanced Flying School, he holds the ratings of Airplane Pilot and Airplane Observer. He graduated from the Air Corps Tactical School in 1925 and was an honor graduate of the Command and General Staff School in the following year.

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ORGANIZATION DAY FOR 24th PURSUIT SQUADRON

The 24th Pursuit Squadron, a unit of the 20th Pursuit Group, and which is attached to the 6th Composite Group, became a year older on July 19th, when it celebrated "Organization Day" at the Palm Grove in the Republic of Panama. The party proved even more of a success than was anticipated, and was attended by approximately 250 officers and enlisted men. Coveralls and canteen cups comprised the uniform for the day.

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CALIFORNIA NATIONAL GUARD AIRMEN SPENT TWO WEEKS IN CAMP

The 115th Observation Squadron and 115th Photo Section, 40th Division Aviation, California National Guard, stationed at Griffith Park, Los Angeles, Calif., returned to their station on August 9th, after two weeks spent at the annual summer training camp of the California National Guard at Camp San Luis Obispo, located about half way between Los Angeles and San Francisco.

The aviation personnel comprised 15 officers and 85 enlisted men, and these together with the other special troops made up the Special Unit Area. Nine ships were flown to and from Camp San Luis Obispo, and aerial operations were carried on during every day at camp with total casualties of one tail skid. And this in the face of a none too good landing field at the camp.

"We give all credit to our force of efficient and loyal line mechanics," says the News Letter Correspondent, adding that they labored many nights into the small hours and missed several social gatherings in order to have the equipment ready for the air the next morning. "The entire organization joins in this public acknowledgment of the very fine work done in a cheerful and soldier-like manner by our staff of 'mechs.'"

The Squadron carried out a very full schedule of work in connection with the 40th Division Staff, the 79th and 80th Brigades and the special troops, including the Signal, Tanks, Engineers and M.P.'s. The missions were varied,

including attack formations on troops on the march and deploying; photographic missions, including verticals and obliques of given pin-points and objectives; photography, including the delivery to the Photo Section for developing and printing, and the dropping of finished prints at field C.P's, all moving on a given time schedule; contact missions with the Infantry in the field, including the dropping and picking up of messages; communication with ground units of the Signal Corps by panels and Very flares; radio missions with ground stations, including two-way voice and key; reconnaissance and sketching missions; carrying the Staff for purposes of aerial observation; the completion of a mosaic map of the countryside for Staff purposes; machine gunnery with both fixed front and flexible rear guns on ground targets and tow targets; and aerial bombing.

The flight schedule was in effect from 8:30 to 11:00 in the mornings and from 1:30 to 3:00 in the afternoons. Cross-country trips for training, and the ferrying of personnel and materiel was carried on at all times. The total pilot and aircraft time for the two weeks has not yet been compiled, but each pilot secured plenty of time in the air, averaging approximately three hours a day, plus some observer time.

The Squadron feels that this has been the most instructive, efficient, well organized and disciplined camp it has ever had the privilege of participating in, and already looks forward with pleasure to next year's camp, when the entire 40th Division will be in the field at the same time.

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MITCHEL FIELD AIRMEN PARTICIPATE IN AIRPORT DEDICATION AT ROCHESTER, N.Y.

By the News Letter Correspondent

Despite unfavorable flying weather, nine planes under the command of Major William Ord Ryan, took off from Mitchel Field, N.Y., for the Airport opening at Rochester on Saturday morning, August 16th. The ships, immediately following their arrival over the airport, went into an exhibition of formation flying, going from "V" to echelon, then into lines and finally into column of threes in line. Then they started diving around the field and making a lot of noise before finally landing. Sounds tame enough, but it must have looked pretty good, for when the boys climbed out of the ships they found sudden fame awaiting.

The usual pictures were taken and then the flyers were led away to lunch, escorted by no less than three brass bands! They lunched, and Major Ryan spoke, and as an Amen to his words the band burst forth into the Star Spangled Banner. Too bad we weren't all there. It sounds grand!

Well, amid the cheers of what seemed like all of Rochester, our embarrassed heroes left for their hotel. Several informal parties were held in the evening before the banquet of the year took place. Eye witnesses say that no such banquet has ever been before. It was strictly stag and almost entirely American Legion. Everyone had a great time and very few were injured in the plate throwing contest that climaxed and ended the party.

The next day the hospitable Rochesterites took our pilots to their country clubs to swim, play golf or tennis, or loaf, according to their individual dispositions. And on Monday our lads reluctantly started home.

There are all sorts of airport openings, but Major Ryan's team is unanimous in proclaiming this the best of all. Joe Baylor of Old Kentucky was heard to remark that Rochester hospitality was as good as that at home. What more can be said?

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AN UNUSUAL CRACK-UP

Brooks Field, San Antonio, Texas, was the scene of an unusual crack-up several days ago, when an A-3B airplane, piloted by Lieut. Frank F. Everest, Jr., of Fort Crockett, Texas, in attempting a landing, pounced upon a PT-3 airplane of Brooks Field, parked on "dead line," which was occupied by Lieut. H.S. Sanders, pilot, and Cadet Miles, passenger. The tail and right wing of Lieut. Sanders' plane was wrecked. Lieut. Everest, in explaining the accident, stated that he was under the impression that Lieut. Sanders was preparing to taxy from the line, and so attempted to land in place.

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Correspondents are requested to send in their contributions for the Air Corps News Letter on the 1st and 15th of every month.

AIR CORPS INSIGNIA

"Say, how can you pilots tell your friends when you get to scrappin' 'way up in the air?"

This question was asked at a large airport on the Pacific Coast, where practically all the fighting units of Uncle Sam's Army Air Corps were assembled in an organization known as the Provisional Wing. They were demonstrating to the people of a Southern California city how the Air Corps operates, how the various planes fly and fight, and what the highly trained pilots can do with their machines in the way of combat, formation, bombing, and other types of flying for which the planes are designed and built.

On a tower near the Administration Building of the airport, two tensely busy officers alternated in watching the planes and broadcasting to the crowds a description of these planes and the meaning of their bewildering evolutions. First on the program were the planes of the 3rd Attack Group, demonstrating how Attack planes would "strafe" ground troops. The whole array of 150 participating aircraft had taken off from the field and retired to some distant point. Suddenly over the treetops - "hedgehopping," to use an air term - swooped a formation of nine planes at full throttle. On their flanks they all bore the same design. Speeding up to their maximum of 151 miles an hour, they dove at the field, not ten feet off the ground, and in a twinkling they were gone, being in view not more than a few seconds.

But the officers at the "mike" had spotted the designs and over the loudspeaker came the announcement:

"Attack planes of the 8th Squadron!" Then, as another formation swept past, coming from the direction the others had departed, the loudspeakers rumbled: "--followed by those of the 13th Squadron." After a momentary pause, during which a third group of planes swooped from nowhere and were gone in a screaming dive; "--and then by those of the 90th Squadron."

To the onlookers the Attack planes all looked alike. In fact, the announcement conveyed the information that they were all Curtiss Falcons. That the announcer knew in advance the sequence of the attacking squadrons and could so announce them was quite possible. Later, however, when one among the 75 Pursuit planes then in the air came down because of motor trouble and the announcer called its squadron as it taxied to the line, the average spectator doubtless was puzzled to know how the ship was identified so readily.

When all planes were once more parked on the field after the demonstration, a closer inspection was made by many of the spectators. From a distance every plane of the type looked exactly alike. For instance, one Boeing Pursuit plane looked like another, as did a Curtiss Hawk. One Keystone Bomber looked like another Keystone Bomber. One Attack plane looked like another--or did they really? What was that spot on the side of the body, or fuselage, of the Attack plane parked at that end of the line that made its appearance differ from that of an Attack plane parked elsewhere on the field? Why should that mark on the nose of one Bomber differ so from the mark on another Bomber's nose?

"Insignia," laconically explained one of the leather-jacketed flyers. "Each Group and each Squadron within a Group has its distinctive insignia. Each flying officer, in fact, has his squadron insignia painted on the breast of his leather jacket. That's so the squadron commander can quickly call his men about him for a conference before taking off.

"See this?" pointing to a bomb-throwing pirate realistically poised in paint on his jacket. "That's the insignia of the 20th Bombardment Squadron, the best outfit ---"

"Yeah, after the 96th!" cut in another sun-tanned airman. "Here's ours," and he pointed to a nose-thumbing, bomb-clutching devil all in vivid red.

This sounded fine. Seeking more information, the inquirer was obligingly escorted on a tour of the parked planes by the pair of friendly rival aviators. Insignia, it was soon learned, stood for something besides just a means of identification. Each design represented either the duty engaged in by the outfit that bore it or the achievements of that outfit, and sometimes both. They might be beautiful, artistic, grotesque, formal, or almost ribald, but they all had a meaning.

Usually only one plane had the insignia of the Group, a Group being composed of one or more squadrons. This was the Group Commander's plane. That of the 2nd Bombardment Group was significant. It assumes as its chief the recent activities of the Group over the battlefields of France. Along the head of the shield are

five scalloped palets, each one representing one of the five major offensives in which the Group participated - Cantigny, Aisne-Marne, St. Mihiel, Chateau-Thierry, and Meuse-Argonne. The center palet bears a white fleur-de-lys, symbolizing France. The shield itself is gold, with four blue aerial bombs in its center. Blue and gold are the Air Corps colors and the four bombs are the four combatant squadrons which comprised the Group. Beneath the shield is the motto: "Mors Et Destruction (Death and Destruction), an appropriate one for a bombardment outfit.

Without doubt the squadron insignia of the outfits in this Second Bombardment Group stand out most clearly in one's memory. The 20th Squadron has a pirate hurling a hand grenade. As he dashes to the attack he trods a horizontal aerial bomb with two bands and eleven crosses. The two bands stand for the major offensives in which this squadron played a leading part, bringing down eleven enemy planes while defending themselves on their bombing raids over the enemy lines in the late war.

A red devil thumbing his nose at his target (whatever the target may be) on the ground is the insignia of the 96th Squadron. The devil holds an aerial bomb with the other hand. The 49th Squadron insignia shows a wolf's head, mouth open, teeth bared. War is no gentle art, nor do these designs as a general rule depict pastoral scenes.

Yet not so grim are the insignia of the service squadrons of the Air Corps - those hard-working units charged with engineering and repair work for the group of which they are a part. A beaver - symbol of their busy life - is worn by the 59th Service Squadron. The 56th Service Squadron's insignia is a hawk with a broken wing, perched on a post, while that of the 66th Service Squadron shows a large gear wheel, with four smaller gears radiating from the master gear at 90 degree intervals. This latter squadron is part of the Composite Group in the Philippine Islands, and the four smaller gears represent the four squadrons of a well balanced Composite Group - Pursuit, Attack, Bombardment and Observation.

Graphically representative are the insignia of the school squadrons. Peering through a telescope, a broadly caricatured bird identifies the Air Corps Advanced Flying School, located at Kelly Field, Texas. This is an Observation school squadron and the telescope represents observation aviation. In one of the bird's claws reposes a brick - ancient means of defense. One must suppose that the Squadron's commanding officer at the time was an Irishman to thus depict this bit of "confetti." The 40th School Squadron, a bombing school outfit, also at Kelly Field, has a wedge shaped book, showing its student members that by hard study one may wedge his way toward successful graduation. On the book is a bat, symbolizing the nocturnal activity in burning the midnight oil. The body of the bat, appropriately enough, is an aerial bomb.

The Air Corps Tactical School at Langley Field, Va., has an insignia embracing all four types of military aviation. Four lightning streaks flash from the mailed fist of mars. One streak parallels the horizon. That stands for Pursuit aviation, the mission of which is to fight aircraft in the air. Three other streaks flash downward towards the earth, and these stand for Observation, Bombardment and Attack aviation, which carry their destructive warfare against ground troops. Included in this school's insignia is a lamp - the lamp of knowledge - appropriate for a school. The shield is divided in its background into green, the earth below, and blue, the sky above.

Another organization well known to airminded America is the First Pursuit Group, stationed at Selfridge Field, which also was at the maneuvers on the Pacific Coast. Its insignia is topped with the motto "Aut Vincere Aut Mori" (Conquer or Die). Which is precisely what Pursuit craft must do for, having no defensive armament to their rear, this type of plane must fight it out to the end in the skies. To turn tail would be to perish. Literally they must conquer or die. Below the motto of the First Pursuit Group is a shield with five stripes and five black crosses, representing the five squadrons which the Group had when it was in action and the five major engagements credited to the outfit for its World War service.

The 17th Squadron of this famous Group has for its insignia a snow owl diving on its prey. This bird symbolizes the Arctic weather experienced five miles aloft, at which altitude Pursuit aviation fights. The 27th Squadron's crest is a hawk diving to attack. The 94th Squadron's once was the old hat-in-the-ring, but this has been changed to an Indian with mouth distended in a lusty war-whoop.

An artistic emblem is the Third Attack Group's. A shield contains a knight's helmet and a pair of wings, with the motto "Non Solum Armis (Not by Arms Alone). As one young member of the Group explained, "The noise of the roaring planes,

diving on a bunch of ground troops, scares as many of 'em to death as the bullets and bombs from the planes kill or wound." The insignia also contains nineteen black crosses, the number of enemy planes its members brought down in France. In the Third Attack Group are also the 8th Attack Squadron, with an eagle, its wings extended and the Liberty Bell held in its claws; the 13th Attack Squadron, with a skeleton swinging a scythe, and the 90th Attack Squadron, with two red dice. The cubes have just rolled a "natural."

The Observation units, too, have their insignia. There is the Ninth Group's, stationed at Mitchel Field, L.I., which has a shield topped by a crest and standing on a scroll. The crest is a rattlesnake entwined about some cactus. Service with Pershing in Mexico justifies the design of that crest, while the wavy line running through the middle of the Ninth Group's shield symbolizes the Rio Grande. A quartet of crosses on the shield is for the four major engagements of the Group in France and for the fact that the greatest number of enemy planes brought down in any engagement was that number. The scroll simply says "Semper Paratus" (Always Ready).

Most catchy of all, probably, is the 11th Bombardment Squadron's insignia. It shows Jiggs, comic creation of George McManus, celebrated cartoonist. The portly Jiggs is bringing home the bacon - which in this case is an aerial bomb held under one arm. Strolling airily along, Jiggs is puffing on an important looking cigar, tilted at a cocky angle.

Another insignia which has been much photographed of late is that of the 95th Pursuit Squadron, stationed at Rockwell Field, Calif., owing to that outfit's activities at extremely high altitudes. This insignia shows a kickingArmy mule whose name might well be Dynamite, judging from its dangerous appearance.

The domed National Capitol is the insignia of the Air Corps Detachment at Bolling Field, Washington, D.C. Carrying out the motif of its pictorial insignia this outfit has named each of its planes after a State of the Union. Whenever possible, in assigning a plane to a flight to a distant State, the Commanding Officer orders out a plane of corresponding name.

Painting of insignia on planes is usually done on the sides of the fuselage, back of the rear cockpit. In Bombers, however, they are shown on either side of the nose. They are bright colored against the somber, olive-drab tone of the plane, and hence show out startingly to the trained observer. The untrained one is able to discern them when the planes are parked on the flying field, but it was hard to differentiate the insignia when the planes were flashing by over one's head at well over a hundred miles an hour.

The curious inquirer who started the questions about Insignia was taken for a ride in one of the Bombardment formations over the vicinity of the airport. He was seated in the rear cockpit, out near the tail. On either side of him, flying in such close formation that their wing-tips almost brushed the tail group of his plane, were two other bombers. The nose of one bore a red devil thumbing his nose. Believe it or not, it was looking straight into the passenger's face. The plane on the other side bore a wolf's head, a menacing, snarling wolf. Believe it or not again, one could see this wolf slavering at the mouth.

Until the formation loosened up, the ride was not particularly enjoyable. Insignia do mean something. ---oOo---

RADIO TAUGHT TO STUDENTS OF AIR CORPS ENGINEERING SCHOOL

A course in Radio is being given to the officers of the Air Corps Engineering School at Wright Field, Dayton, Ohio. The students have completed the laboratory work,and flights, using the Wright Field beacon, have been started. Two-way communication is being established between airplanes and the Radio Laboratory

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A test was recently made at Wright Field of the quick-work plate developing outfit (developed at the Materiel Division), with very satisfactory results. The Douglas XO-2H airplane, A.C. No. 29-161, took off at 11:15 a.m., with a quick-work plate developing outfit and a K-6 camera. Three pictures of Wright Field and one of the Fairfield Air Depot were obtained and developed in the air. On reaching the ground at 11:45 a.m., the plates were thoroughly dry and ready for making prints. An attempt will be made in the near future to make photographic prints from negatives in the air, during the daytime.

SECRETARY DAVISON WELCOMED AT ROCKWELL FIELD

Something unusual in "warm welcomes" was extended the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, on August 6th by the Pursuit Squadron stationed at Rockwell Field, Coronado, Calif. As Mr. Davison, flying in a special Fleetster, the Army's fastest plane, reached the ship's ceiling of between 20,000 and 25,000 feet over the valley city of El Centro and was speeding towards Rockwell Field at 180 miles per hour in comparative safety, planes of the 95th Pursuit Squadron, the only air unit to have flown in formation above 30,000 feet, dove from their record altitude and riddled his ship with theoretical machine gun bullets. Following the sham annihilation, the Pursuit Squadron escorted their distinguished visitor to Rockwell Field.

Captain Ira C. Eaker, of "Question Mark" fame, piloted the new high speed Transport in which Secretary Davison was the passenger.

Before Mr. Davison arrived at Rockwell Field, Pursuit planes and six Bombers from Rockwell Field were sent to four outlying emergency fields. All were in communication with the "flagship," a radio-equipped Bomber at Rockwell Field. Soon after he arrived he took the air in the "flagship," and when it took off word was flashed by radio to each group of an imaginary attack by planes from aircraft carriers at sea and the designation given where all should assemble to meet the supposed enemy. Within half an hour from the time the orders were received, planes from all directions assembled over Point Loma ready to repel the attack of the theoretical enemy.

This experiment successfully demonstrated that airplanes could be scattered so widely that a concentrated enemy attack could not paralyze our friendly forces. Due to radio communication, friendly airplanes would be available for concentrated action in a few minutes time.

Following the demonstration of radio formation flying, a tea dance was given in honor of Mr. Davison by the ladies and officers of Rockwell Field at the Officers' Club. Among the guests attending were the Mayor of San Diego, Admiral J.M. Reeves and Staff, the President and Secretary of the San Diego Chamber of Commerce, Major T.C. Macaulay, and many Navy and Marine Corps officers.

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RESERVE OFFICERS TRAIN AT SELFRIDGE FIELD

The first Reserve Officers' training camp of the year at Selfridge Field, Mt. Clemens, Mich., took place between July 5th and July 18th, Lieut. Robert D. Moor, Commanding Officer of the 17th Pursuit Squadron, being in charge. The encampment was a complete success both for the Reserve Officers and the officers of the 17th Pursuit Squadron in charge of training. In spite of the unavoidable delays incident to the organization of the first camp and the scarcity of service type planes, an unusual amount of flying time was accumulated by the Reserve Officers during the two weeks of the encampment.

The officers and ladies of the Post and Group Headquarters and the 17th Pursuit Squadron were entertained at dinner by the visitors at the end of the camp. This inaugurated a new custom of having the ladies present at the usual dinner which marks the breaking up of the Reserve Officers training camp.

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INSTRUMENT FLYING AT THE ADVANCED FLYING SCHOOL

The Air Corps Advanced Flying School at Kelly Field, San Antonio, Texas, organized a course in instrument flying, and during the period from June 15th to July 25th gave instruction to 40 instructors at the School. The students of the present class began instruction in instrument flying on July 28th.

The course consists of 7½ hours of flying under the hood. Five PT-3's have been fitted with hoods over the rear cockpits. Flight indicators (the regular service type bank and turn indicators), compass, airspeed indicator, and a clock have been installed in the rear cockpit. The course consists of straight flying, turns, climbing turns, wingovers, spins, and a triangular cross-country flight of about two hours' duration. Every student in the present class will take the course in instrument flying.

The Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, and Major D. C. Emmons received a half hour's instruction in instrument flying under the hood during their recent inspection of Kelly Field.

SQUADRONS IN PHILIPPINES CELEBRATE ORGANIZATION DAY

Two Air Corps Squadrons stationed at Nichols Field, P.I., recently celebrated Organization Day. The personnel of the 60th Service Squadron made merry on June 6th at the Metropolitan Water Works at Montalban, arriving at that place after a two hours' ride by truck from the field. From ten to twelve o'clock swimming was indulged in, and this gave the men a hearty appetite for the Dutch lunch which followed. The return trip to the field was started at 4:00 o'clock, and a tired but happy squadron reached their home station two hours later. From all reports, Organization Day was a complete success.

The 28th Bombardment Squadron observed its annual Organization Day on June 25th, "and what a day!" comments the News Letter Correspondent. Lieuts. Morris and Myers were present to make sure that the refreshments were of a high grade quality. The food annihilated comprised 20 lbs. of Limburger, 50 lbs. of Swiss Cheese, the same quantity of sandwich meat, 85 lbs. of boiled ham, 120 lbs. pigs feet, 6 gallons of dill pickles, rye bread, white bread and rolls of every description, and plenty of soft drinks. It is needless to say a good time was had by all.

The Tug of War was called after the third pull when it was discovered that the Privates had their end of the rope anchored to a steel structure, a government owned hangar. There were a number of horseshoe pitching contests and other forms of sport, such as water polo and foot races.

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NEW AIRPLANES FOR CRISSY FIELD

The activities at Crissy Field, Presidio of San Francisco, Calif., were greatly increased recently and the morale of all the pilots raised considerably due to the fact that the work of ferrying 13 new Douglas O-25A airplanes from the Douglas plant at Santa Monica was completed. This plane is equipped with a 600 horsepower "Conqueror" engine, and the performance has been found to be satisfactory, although it is expected the planes will give a better performance when the new steel propellers are received.

Observers are particularly enthusiastic, as the rear cockpit is the most comfortable of any planes previously used at Crissy Field. The new planes had hardly arrived when, after an engineering check, the pilots started using them on cooperative missions up and down the Pacific Coast from San Diego to Seattle and going into Montana and Utah. These missions have been delayed owing to the great shortage of equipment, but it now appears that the personnel of the field will now be able to carry out their cooperative training schedule.

At the present time three ships, two equipped for radio and one for tow target work, are on cooperative missions with military posts in the Northwest, including Vancouver, Fort Lewis, Fort George Wright and Spokane, Washington; Fort Missoula, Montana, and Fort Douglas, Utah. This work is always extremely interesting and consists of towing targets for anti-aircraft artillery and small arms firing, infantry contact and liaison, and two-way radio communication by both code and voice. The personnel participating are 1st Lieuts. Harvey W. Prosser, Flight Commander; 2nd Lieuts. George W. Hansen, Walter A. Fenander and Paul T. Cullen.

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NEW AIRPLANE FOR PHOTOGRAPHIC WORK

Lieut. Edwin B. Bobzien, Air Corps, stationed at Crissy Field, Presidio of San Francisco, Calif., recently returned from the East, where he took delivery on a new Fairchild photographic airplane. He is now on a project for the Geological Survey on the Olympic Peninsula in Washington.

The new Fairchild 71, equipped with a "Wasp" engine is, according to all reports, almost ideal for photographic work, particularly in the high western country. On the Mt. Olympus project, which involves an area of about 1800 square miles, the new four lense camera is being used. It will also be used on another project at Red Lodge, Montana, covering about 400 square miles. Lieut. Bobzien is the pilot and Master Sergeant Raymond Stockwell accompanies him as photographer on both of these missions. They have installed a photo base at Fort Lewis, Wash., where their photo truck is stationed. These projects will occupy most of the summer and fall.

NEW TYPE OF ENCLOSURE FOR BLIND FLYING

Since the original type of enclosure for blind flying, made from canvas and steel tube framework, was found unsatisfactory through numerous tests, a design was completed at the Materiel Division, Wright Field, Dayton, Ohio, of a light-proof detachable enclosure, incorporating permanent fastenings and shadow-proof glass with removable top cowl. This enclosure is for the O-2H type airplanes, and the fabrication of one article is practically complete.

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AERIAL PHOTOGRAPHY UTILIZED FOR CORRECTING NAVIGATION MAPS

A Wright Field pilot recently made a photographic flight from Richmond, Ind. to Columbus, Ohio, at an altitude of 22,000 feet, using one of the new Type T-2A cameras. Pictures were taken with an overlap of about 20%. A strip approximately 14 miles wide and 110 miles long was photographed in 47 minutes. These photographs will be used in connection with the correction of air navigation maps.

It is intended to fly a continuous strip to Uniontown, Pa., at the same altitude as soon as weather permits.

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FOG FLYING ON SHORT WAVES

Flight tests were recently made at the Fairfield Air Depot, Fairfield, Ohio, of an ultra-short wave projector for the purpose of studying the merit of ultra-short waves as boundary markers. Using a doublet antenna 2 meters long and a super regenerative detector, followed by two stages of audio amplification, the signals were very strong at an altitude of 7,000 feet with the beam projected upward. At this altitude the beam was about three miles wide.

Another test with the beam directed outside the field at an angle of 45 degrees above the ground indicated strong signals ten miles out at an altitude of 8,000 feet. At low altitudes very sharp visual indications of the boundary of the field were obtained, replacing the receiver by a crystal rectifier and a microammeter. This last equipment shows clearly that, with enough power in the transmitter, the weight of the receiving equipment can be reduced to a few ounces.

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LOW WING MONOPLANE MAY BE ADOPTED AS TRAINING PLANE

Piloting an XPT-7 low wing monoplane, Lieut. Wendell H. Brookley, formerly Operations Officer at Brooks Field, San Antonio, Texas, and now stationed at Wrigh Field, Dayton, Ohio, recently visited Brooks Field for a brief period. He was enroute to March Field, Riverside, Calif., where it is proposed to make tests of his plane to determine its suitability for adoption for use in primary training.

The XPT-7 is powered with a Kinner YR 370 radial engine, 100 horsepower, and, if the tests prove satisfactory, it may be substituted for the PT-3 airplane now in use. After the tests at March Field, Lieut. Brookley will return to Brooks Field where further tests of the monoplane will be made.

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SECRETARY DAVISON VISITS THIRD ATTACK GROUP

The Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, visited Fort Crockett, Galveston, Texas, on July 31st and inspected the Third Attack Group. Exhibitions of aerial maneuvering, machine gun firing and bombing were given shortly following his arrival at the field. A night aerial demonstration was also given. Several parachute flares were dropped over the Gulf, and a three-plane formation was flown, these planes being rigged up with small colored lights on the leading edge of the lower wings, under the fuselage and on the tail group.

Secretary Davison left the next morning but not until he had praised the Group for their splendid aerial exhibitions and high efficiency. During his short stay at Fort Crockett he was the guest of Major Davenport Johnson, the Commanding Officer.

CATERPILLAR CLUB GROWS AND GROWS

Once more the unofficial historian, recorder, or what have you, of the Caterpillar Club started a check up on the new members initiated into this famous mythical organization, and he has found that parachute jumping is still a popular outdoor sport although, seriously speaking, it is anything but that.

Before mentioning any new names, it may be appropriate to state that in the previous resume of the activities of the Caterpillars, which appeared in the Air Corps News Letter of July 28th, pages 210-212 and 220, the total number of names on the roster was 257, with 269 as the total number of emergency jumps, twelve jumps being repeaters.

If the number of new Caterpillars about to be inscribed on the Caterpillar Club Register has any significance at all, it seems that it will not be long before the 300 mark will be reached. The new members are enumerated below, as follows:

Date	Name	Rank	Place of Jump
1929			
November 20	Robert Bailie	Civilian	New York City.
1930			
January 16	G. H. DeBaun	Lieut. U.S. Navy	San Diego, Calif.
July 3	Walter L. Miles	Civilian	Lincoln, Nebraska.
July 24	T. G. Fisher	Lieut. U.S. Navy	San Diego, Calif.
July 24	Charles H. Kruze	Capt. A.C. Reserve	Mather Field, Calif.
July 24	J. W. McCrillis	Capt. A.C. Reserve	Mather Field, Calif.
July 24	Albert A. Marty	2nd Lt. A.C. Res.	Mather Field, Calif.
July 24	Francis M. Gilbert	2nd Lt. A.C. Res.	Mather Field, Calif.
July 29	Apollo Soucek	Lieut. U.S. Navy	San Diego, Calif.
August 4	John R. Whitson	Private, Air Corps	Camp Knox, Ky.
August 4	John G. Fowler	2nd Lieut. Air Corps	Camp Knox, Ky.
August 11	Joe C. Goldsby	Cadet, Air Corps	Brooks Field, Texas.
August 13	Harry B. Ellis	Civilian	Valley Stream, N.Y.
August 18	Ira C. Eaker	Capt. Air Corps	Bolling Field, D.C.

With the addition of the foregoing 14 new members, the standing of the Caterpillar Club at present is 271 names and 283 emergency jumps.

Several reports are at hand reciting the experiences of some of the Caterpillars mentioned above and of some who were mentioned in a previous issue of the News Letter. These reports will be quoted hereinafter.

As has been stated on previous occasions, it is difficult to keep an accurate check on civilian flyers who have made emergency parachute jumps, for the reason that they are not required to render reports on same, so that the only source of information on such jumps are the newspapers. Emergency jumps have become such a commonplace occurrence that press associations do not always pick them up. It is for this reason that the jump of Robert Bailie had up to this time escaped the notice of the unofficial historian.

ROBERT BAILIE was a passenger in an airplane piloted by Charles I. Reed over Central Park, New York City. For some unknown reason the plane started falling into a tail spin. Reed was apparently unable to regain control of his plane and, failing to resort to his parachute, was killed when it crashed on the roof of the Y.M.C.A. building at 64th Street. After the plane had fallen until it was approximately 500 feet from the ground, Bailie, who had climbed out on one of the wings, pulled the rip cord of his parachute and was whisked off into space, landing without injury on the top of a building.

The News Letter is indebted to Lieut. G.H. DeBaun, U.S. Navy, for the report on his jump as well as the jump of Lieut. T.G. Fisher. The reason for both of these jumps is given as "inverted spin." Information as to the personal experiences of these two officers during their jumps into space would be appreciated.

WALTER L. MILES, test pilot for the Fleetcraft Airplane Corporation, was testing an experimental ship for spins. The plane was a two-place side by side open type, equipped with a Velie M-5. "It was during the full load spin that the trouble developed," Mr. Miles stated. "Shortly after starting a right hand spin, I noticed that it was rapidly becoming flat and immediately started doing things to bring it out. After riding it three thousand feet, I decided it was no use to try any more, so cut the switch, shut off the gas and jumped. I came down without a scratch."

Touching on the jumps of Captains Charles H. Kruze, J.W. McGrillis, 2nd Lieuts. Albert A. Marty and Francis M. Gilbert, it is desired to point out that here was the unusual instance of two airplanes colliding during flight and the occupants of both planes gliding down to safety in their parachutes.

CHARLES H. KRUZE, Captain, Air Corps Reserve, was piloting a PT-3A airplane five miles northeast of Mather Field, Sacramento, Calif., and became a Caterpillar when a mid-air collision at 3,200 feet with another airplane occurred while engaged in a formation change over from left echelon to Vee formation, his ship going completely out of control.

"I first called to Lieut. Gilbert, Air Reserve, my Observer, to bail out," Capt. Kruze stated. "I climbed out on the right side, as ship was spinning to the left. Immediately after jumping I refrained from pulling the rip cord, so that I might drop well below my observer who had not climbed out when I told him to bail out, as his following me might have caused us to entangle. After falling 1,000 feet I pulled the rip cord, saw the small chute fly out, and the main chute opened immediately. After landing I ran in the direction of the three other jumpers who were still 500 feet up, as I feared they might land in the mud which was directly under them, one half a mile from me. When I found that they had landed safely I was much relieved but well exhausted. My right shoulder was bruised from the sudden checking of speed as the chute opened, but I suffered no ill effects."

FRANCIS M. GILBERT, 2nd Lieut., Air Corps Reserve, was the Observer in the airplane piloted by Captain Kruze. He stated: "Captain Charles H. Kruze, Air Reserve, turned in his seat and said 'Bail out'." I waited until I saw the two ships pull apart and start into a tail spin. After one complete turn I loosened my safety belt and was thrown out. Almost immediately I pulled the rip cord, the parachute opened giving me a bad jerk. After landing I looked for my goggles and a way to get off the small island I had landed on. Almost immediately two of the parachute jumpers who had landed a block away and myself communicated with each other."

Lieut. Gilbert, while sustaining minor abrasions on both knees and his forehead, caused by striking the ground, suffered no ill effects.

J. W. McCRILLIS, Captain, Air Reserve, whose plane collided with the one piloted by Captain Charles H. Kruze, left the aircraft by diving and falling to the left. "The craft seemed to drop away from me in a rapid dive," Captain McCrillis stated. "My airplane was leading the formation, and No. 2 plane zoomed from below and struck my right wing panels, crumpling the wing. As I fell clear of the plane, head downward, I saw the ship through my legs, back and below me, falling towards the earth. I pulled the rip cord and the chute opened without any appreciable jerk. Almost immediately my observer, Lieut. A.A. Marty, appeared directly above the canopy of my chute, and we both yelled to slip away from each other. I then looked for the other parachutes and saw them far below me. Shortly after that, one airplane fell in a wheat field in a cloud of dust, and I saw the second airplane spinning and finally crash.

Lieut. Marty and I continued to talk and yelled the good fortune that all four chutes opened. We were within easy speaking distance during the whole descent. Air currents caused my chute to oscillate through two periods. We were dropping into an area which had been dredged for gold, leaving many deep pools of mud and water, and had to slip in order to hit a dry area. The landing was not hard and the chute spilled easily without dragging. Lieut. Marty landed within 150 feet of where I landed. No ill effects or injury whatever."

ALBERT A. MARTY, 2nd Lieut., Air Reserve, Observer in the plane piloted by Captain McCrillis, was thrown out immediately following the collision of the two planes. "I pulled the rip cord immediately after clearing the ship," he declared, "but experienced no shock when the chute opened. Capt. McCrillis was descending within 150 feet of my chute and we conversed freely with each other. I landed without any trouble on a rock pile, the chute spilled easily without dragging. * * * No injury or ill effects sustained."

APOLLO SOUCEK, Lieut., U.S. Navy, holder of the world's altitude record, gave the Washington News the following account of the emergency parachute jump made by him on July 29th:

"During aerial maneuvers near Camp Kearney, Calif., I accidentally struck a scouting plane with my left wings, both upper and lower. The collision completely severed the lower wing and damaged the upper to a great extent. The plane was moving at high speed and at an altitude of about 1500 feet. After the

impact I saw broken parts carry away. The plane went into a violent diving spin, making my exit most difficult. Centrifugal force seemed to hold me fast in the cockpit.

In some unaccountable manner I had pulled the parachute rip cord when I released the safety belt. I realized this action increased the danger as the chute was almost certain to get caught in the tail, but it was too late to correct the mistake, and I could only hope for a good break. But the good break was not forthcoming, for when I finally pushed myself from the cockpit the parachute opened immediately, caught on the tail and hurled me around in the air like a pendulum.

I thought my time had come, as I recalled the inevitable result to others in similar circumstances and I knew that the ground was very close. Although I was falling fast, hopes went skyward when the chute tore loose from the tail and threw me off like a stone from a slingshot. I felt a welcome sudden check in speed when the chute opened, but was dismayed when I looked overhead and saw a great hole torn in the silk and the chute threatening to collapse. Sagebrush on the ground was coming up fast. I heard the smash of the plane hitting the ground and the next instant hit the ground myself in a clear soft spot among the sagebrush.

I was not unconscious, but had a terrible pain in my back. Could scarcely stand when I unfastened the parachute harness. Estimate the torn chute let me down about as fast as a jump from a 50-foot building without chute. I believe I didn't fall more than 150 feet after I was thrown clear.

Ensign Wayne T. Stukey, who saw the accident, followed me down in his plane. He says I bounced 10 feet when I hit the ground. Landed about 20 feet from the wrecked plane. Stukey found me with the aid of two local men and drove me in a borrowed car to Camp Kearney, from where we flew to the San Diego Naval Air Station in a Navy two-seater.

Scouting plane with which I collided had end of wings cut off, but flew back to station. I am in the Naval hospital now with a sprained back, but no broken bones nor serious injury and expect to be flying again soon."

JOHN G. FOWLER, 2nd Lieut., Air Corps, flying a Douglas O-2A plane, was engaged in towing targets for the Coast Artillery anti-aircraft guns at Camp Knox, Ky. Private John R. Whitson was his observer and tow-reel operator at the time. The motor was functioning perfectly and the plane was at an altitude of 4,200 feet over the gun range when, without warning, the motor cut out.

"I presumed that the tank I had been running on was dry," Lieut. Fowler stated, "so I switched in turn to the two other tanks, using the wobble pump all the time. The instruments had given no indication of the trouble so, after trying the gravity tank once more, I decided to give up trying to start the engine again. I shouted to Private Whitson to let the cable loose and he released the brake on the reel.

I looked for a place to land, but we were much too far away from the small emergency field near the camp. There was not another place in sight to land, the terrain being mountainous and densely wooded. By the time we were down to about 3,000 feet I shouted to Private Whitson to 'bail out,' and, after making sure that that was what I meant, he coolly climbed out on the left side of the plane on the step and jumped. His parachute opened shortly after he was clear. As he was getting out I held the nose up and slipped the ship to the right.

When Private Whitson was out, I rolled the stabilizer wheel back, loosened my belt and climbed out on the left wing step. The ship nosed down and began to pick up speed when I left the controls. I reached in and pulled the nose up a bit and shoved the stick away from me, the plane slipping slightly to the right. The speed at this time was about 800 RPM and the air speed about 140 miles per hour. Making sure of the position of the ring, I pushed off backwards and outwards so as to clear the tail surfaces. When I saw the tail pass over me, I pulled the ring and the chute opened instantly with a powerful jerk that snapped me upright.

I watched the ship go down in a steep right spiral, but lost sight of it before it crashed. Private Whitson was above me and about a mile away. I then put the rip cord back in the tube. The wind was drifting me at about ten miles per hour and I saw that I would land facing it, so I endeavored to turn the chute around, but was unable to do so. I then unbuckled the harness. As I hit the ground in a clearing I jumped out of the harness. Private Whitson landed in the woods, so I rolled up the chute and immediately started in that direction. It was 2:45 p.m. at the time. We were picked up shortly by the personnel of the 61st Coast Artillery, who had spotted out location by means of their

range finders. The only ill effects suffered by me were slight bruises from the harness on my shoulders. My neck was also quite sore from being snapped upright so quickly by the chute."

JOHN R. WHITSON, Private, Air Corps, tow-reel operator in the plane piloted by Lieut. Fowler, stated that he released the brake on the tow reel when so ordered and "bailed out" as soon as he was sure he understood the order. "I climbed over the left side and jumped from the step," he asserted. "I pulled the rip cord as soon as I was clear of the ship. Lieut. Fowler was slipping the ship to the right when I left it. I landed in a group of small trees and fell through them to the ground. The only ill feeling or injuries received was a scratch on my leg."

JOE C. GOLDSBY, Flying Cadet, Air Corps, of Brooks Field, Texas, augmented the roll of the Caterpillar Club by virtue of the emergency parachute jump he made while flying over the Sulphur Springs Road, about three miles east of Brooks Field. Cadet Goldsby said that he was flying at about 3,000 feet, then put his plane into a practice spin. While attempting to pull the plane out of this spin, in order to make a right turn, it fell and executed a left turn instead, and he found himself unable to right the airplane. He thereupon took to his parachute, making the jump safely, landing in a cotton field. His plane, however, was completely wrecked.

HARRY ELLIS, civilian flying student, became a member of the Caterpillar Club when he leaped to safety from his plane while flying over Curtiss Field, N.Y. He was performing an outside loop when the wings came off. He "bailed out" and landed safely on the flying field.

IRA C. EAKER, Captain, Air Corps, for the first time in his long flying career was forced to take to his parachute when the single-seater Pursuit plane he was testing at Bolling Field, D.C., failed to come out of a spin and crashed in the back yard of a residence on Nichols Avenue. "Bailing out" less than 1,000 feet up, Capt. Eaker hit the ground hard, injuring his right ankle but escaping serious injury. The parachute swung the flyer perilously close to houses in the thickly settled section of Anacostia and brushed him against tree tops.

"I don't know just what happened to prevent breaking the spin," Capt. Eaker said after he had been brought back to the field. "I put the plane into a spin as a part of the test at an altitude of about 3,500 feet. It began to spin very fast and nothing I could do seemed to break the spin. At 1,000 feet I decided I would have to get out and take to my parachute. I experienced great difficulty getting out of the plane owing to the centrifugal force of the spin. Only by the greatest effort did I manage to get clear of the cockpit when the plane was very low.

There was no thrill experienced in the jump, the greatest sensation being one of relief at getting clear. I remember everything very distinctly. I permitted the plane to make three turns in the spin, as is usual, before attempting to pull it out. Then I pushed the stick forward, but the plane didn't respond. I looked back at the rudder and elevator to see what was wrong, but could see nothing unusual. I was then getting pretty low and decided that there was only one thing to do - to get out while I could. I must have been quite close to the ground when the parachute opened, as I seemed to hit the ground just as I pulled the rip cord."

Because of the low altitude at which the parachute opened, Capt. Eaker landed heavily. He was able to walk to a telephone, and upon being taken back to the field went to his quarters.

MORLEY F. SLAGHT, 2nd Lieut., Air Corps Reserve, was a member of a formation of planes from the First Pursuit Group, Selfridge Field, Mich., making a flight to Canada. Lieut. Morley states that he held his plane in a dive for approximately 500 feet, when it suddenly lurched to the left and downward with such violence as to hurl him from the cockpit. The safety belt evidently broke, as it was securely fastened before taking off on the flight.

At the time of leaving his plane, Lieut. Morley's only feeling was that of amazement at finding himself in the air. After falling several hundred feet he suddenly remembered he had a parachute, and after several grabs found and pulled the ring releasing the chute. On the way down the pilot's whole attention was given to slipping the chute to avoid landing in the city of Kitchener, Ontario, Canada.

When the chute opened Lieut. Morley was falling head first and in being wrenched into an upright position his back was bruised. In landing he struck

the corner of a barn, resulting in a sprained left ankle.

FREDERIC H. SMITH, 2nd Lieut., Air Corps, was piloting a Pursuit plane on the morning of July 22nd about 11 miles northwest of Kelly Field, Texas, and was engaged in acrobatic manouvers, when he was thrown out into space.

"The particular maneuver causing the accident was a whip stall with power on," Lieut. Smith stated. "The ship was therefore not under control at the time of the accident. The ship was completely stalled with motor racing. The whip, as she came down, threw me clear of the ship over the upper wing. My safety belt apparently had come unfastened during the maneuver. I felt the first part of the whip stall, from the vertical to the horizontal, but was thrown violently out after horizontal was reached. When I pulled the rip cord I was some 20 feet clear of the ship and some little distance above it. I had no sensation of falling. The parachute, an Irving seat pack, opened perfectly. I was in a state of great surprise, yet the ring was visible to me at once and I pulled it only an instant after I found myself in the air. The only ill effects I suffered were a few minor bruises from striking the cockpit."

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SECRETARY DAVISON VISITS KELLY FIELD

Escorted by nine Army planes from Kelly Field, Texas, the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, landed at the field at ten o'clock August 1st for a two-day inspection of army aviation developments.

Traveling in a fast Army plane of the Fleetster type, with Capt. Ira C. Eaker as pilot, Mr. Davison was on a 10,000-mile inspection tour of all Army Air Corps centers. As the plane was brought down at the Operations Office at Kelly Field, a salute was fired in welcome. The nine planes which escorted the Secretary into the field had been circling to the south of the city for nearly half an hour, under the command of Captain John K. Cannon, watching for the arrival of the visiting plane.

Pursuant to the War Department's present policy to push all Air Corps developments forward as rapidly as possible, Secretary Davison stated this trip was being made to obtain an accurate picture of the progress in that direction.

Immediately upon his arrival, Secretary Davison was escorted by automobile for an inspection of Duncan and Brooks Field, in company with Brig. General Halstead Dorey, in command of the Eighth Corps Area; Brig. General S.D. Rockenbach, temporary commander of the 2nd Division; and Brig. General Charles H. Danforth, in command of the Air Corps Training Center. Emilio Portes Gil, former Provisional President of Mexico, who was in San Antonio for a few days, arrived at Kelly Field about ten minutes after Secretary Davison had departed on his inspection tour. With Ex-President Gil were Mayor C.M. Chambers and William Furlong of the San Antonio Chamber of Commerce.

Accompanying Secretary Davison and Captain Eaker on the trip were Mr. H.J. Adamson, Assistant; Major Delos C. Emmons, and Lieut. James Willis, pilot, in a second plane.

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NIGHT FLYING OVER ALLEGHENY MOUNTAINS

By A. M. Jacobs

Two airplanes took off from Wright Field, Dayton, Ohio, for Washington, D.C., one afternoon recently, returning that night and landing at the field at 2:10 a.m. The fliers, Major A.H. Gilkeson and Lieut. Donald L. Bruner, in an O-22 airplane, and Lieut. H.P. Rush in an O2-H airplane left Washington at 10:00 p.m., and flew over the mountains, their only guides being the equipment in their planes. There are no lighted airways from Washington to Dayton until Columbus, Ohio, is reached, which means that they piloted their ships by instruments alone and what town lights they could check by approximately 250 out of the three hundred miles.

Major Gilkeson's plane was equipped with radio beacon, which was used in connection with the beacon operating from Wright Field. Lieut. Rush flew by compass. This is about the fourth night flight made by Major Gilkeson in the past several months from Washington to Dayton, the object being to study the various methods of night navigation over territory where no lighted airways exist. Lieut. Bruner has been making a study of various night lighting installations at the different fields for purposes of comparison.

Lieut. Rush made a double night flight of it, taking off from Uniontown, Pa., at 7:45 p.m., arriving at Washington at 9:20, and leaving at 9:50 p.m. for the return trip.

The fliers reported a beautiful night for the flight, the moon over the mountains and the poor visibility giving strange and lovely effects. The altitude held to was between 2500 and 3000 feet. On the roads, now and then, the lights of autos made tiny points of light. Wright Field pilots, it is expected, will perform some intensive work in night flying in the near future.

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CONSIDERABLE FLYING ACTIVITY AT LUKE

Army Air Corps personnel stationed at Luke Field, T.H., figured in considerable flying activities lately, the program calling for reconnaissance, formation, radio, simulated bombing missions, photographic missions, flights in cooperation with the Pursuit Group, Aloha flights for arrival and departure of U.S. Army Transports, day and night cooperative missions with other branches of the Army, and joint Army-Navy exercises.

The latest maneuver was primarily for solving problems of cooperation between Army and Navy forces stationed in the Islands. The exercise was divided into two phases. During two days the problems were those in which the Navy had paramount interest; that is, the enemy was still on the high seas moving towards the Islands, and the Navy had the outstanding direction of the operation. There was much sea and air scouting by the Navy from Pearl Harbor. The base there and the Army were kept informed of the movement of enemy ships. A hostile air attack was repulsed by air forces of the Army and Navy.

Two days later the enemy made a serious attempt to capture the island. A scouting fleet of airplane carriers, destroyers and transports carrying Marines attempted to establish a base on Molokai and Maui. Early in the operation the Navy planes located the enemy airplane carriers, and with the cooperation of the Army fliers drove them off. The enemy abandoned his attempt to establish a base in the middle islands.

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RECORD FIRING PRACTICE AT LUKE FIELD, T.H.

Air Corps Officers stationed at Luke Field, T.H., firing the Record Practice Aerial Gunnery and Bombing courses at that station, which closed recently, can look with pride on scores made by them. The season was successful when considering the many postponements of missions due to inclement weather and exceptionally poor visibility at times by menacing low clouds. This postponement prevented obtaining the maximum amount of the camera obscura practice prior to bombing. The following Air Corps officers at Luke Field are announced in Orders as having qualified in Aerial Gunnery and Bombing (Course A), with qualification attained and scores made:

Expert Aerial Gunner - Pilots Course, Events I, II and III

1st Lieut. Williamson	875	Major Maxwell Kirby	708.3
1st Lieut. Laird, Jr.	799.2	1st Lieut. Gilbert	697
	1st Lieut. Jones 696.2		

Aerial Sharpshooter - Pilots Course, Events I, II and III

1st Lieut. Dean	612.6	1st Lieut. McPike	554
1st Lieut. Lowe	582.2	Captain Giffin	517.2

Expert Aerial Gunner - Observers Course, Events IV and V

1st Lieut. Early	1312	2nd Lieut. Edwards	944
1st Lieut. Holcomb	1108	2nd Lieut. Gillespie	919
2nd Lieut. Dulligan	1096	1st Lieut. Montgomery	918
Captain Lober	1086.5	1st Lieut. Johnson	912
2nd Lieut. Stocks	1085	1st Lieut. Shively	858
Captain O'Neill	1082	1st Lieut. George	828
Captain Johnson	1029	2nd Lieut. Davies, Reserve,	815
2nd Lieut. Todd	1025	Captain Temple	796
Captain Reese	996	Captain Heisen	787
1st Lieut. Pyle	976	2nd Lieut. Steenson	740
Captain Drayton	958	2nd Lieut. Noyes	726
1st Lieut. Foster	950	1st Lieut. Meyer	722
	1st Lieut. McCoy 716		

EXPERT AERIAL BOMBER - Bombardment Course, Events VI and VII

1st Lieut. George	1915.2	Captain Heisen	1703.5
Captain Reese	1897	1st Lieut. Foster	1675.4
Captain Johnson	1829.7	1st Lieut. Montgomery	1673.9
1st Lieut. Johnson	1812.5	2nd Lieut. Dulligan	1593.8
1st Lieut. Pyle	1807.2	2nd Lieut. Edwards	1565.5
1st Lieut. McCoy	1754.5	2nd Lieut. Stocks	1556.4

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BIG TIMES AHEAD FOR CHANUTE FIELD, ILL.

This coming Fall Chanute Field, Rantoul, Ill., is due to receive 80 Air Corps officers who have been detailed under Special Orders of the War Department to duty as students at the Air Corps Technical School. There will be more officers attending the various courses at this school this coming school term than at any previous time in the history of this institution. These 80 officers are directed to report to the Commandant not later than October 2nd next. Thirty officers each will pursue the Armament Course and the Maintenance Engineering Course, respectively, while the Photographic and Communications Courses will each be attended by ten officers.

The names of the officers scheduled to wend their way to Chanute Field within the course of a month and the course of study assigned to each follow:

ARMAMENT COURSE

2nd Lt. William Ball	Crissy Field	2nd Lt. John W. Egan	Mitchel Field
Nathan B. Forrest,Jr.	Rockwell Field	Chas.L. Munroe,Jr.	" "
Robert W. Goetz	" "	Lilburn D. Fator	Post Field
Robert S. Israel,Jr.	" "	John K. Gerhart	Mitchel Field
John S. Mills	" "	Wm. L. Kennedy	Dodd Field
James W. Andrew	Kelly Field	William C. Mills	Fort Crockett
Jesse Auton	Selfridge Field	George W. Mundy	" "
Edwin R. French	" "	Leslie O. Peterson	" "
Francis H. Griswold	" "	Mills S. Savage	" "
Donald L. Putt	" "	Frank L. Skeldon	" "
Norman D. Sillin	" "	John Paul Ryan	Langley Field
Austin A. Straubel	" "	Irving R. Selby	Scott "
Eugene H. Beebe	Fort Riley	Wycliffe E. Steele	Langley "
L.S. Callaway	Maxwell Field	Jack W. Wood	" "
Stoyte O. Ross	" "		
Robt.B. Davenport	Mitchel Field		

MAINTENANCE ENGINEERING COURSE

2nd Lt. James W. Brown	Rockwell Field	1st Lieut. Howard E. Engler	Brooks Field
Richard C. Lindsay	" "	2nd Lt. C.H. Deerwester	Brooks Field
Alfred R. Maxwell	" "	" Thomas D. Ferguson	Langley Field
Lewis R. Parker	" "	" Flint Garrison,Jr.	Selfridge Field
Robert W. Stewart	" "	" Paul M. Jacobs	" "
Clarence S. Irvine	Chanute Field	" Lawrence W. Koons	" "
Joseph W. Baylor	Mitchel Field	" Paul E. Shanahan	" "
William A. Harbold	" "	" Harry W. Howze	Fort Crockett
Thomas R. Starratt	" "	" Philo G. Meisenholder	" "
Robert W. Warren	" "	" Thomas L. Mosley	" "
George J. Eppright	Kelly Field	" Robert F. Tate	" "
LeRoy Hudson	Dodd Field	" Thomas L. Thurlow	" "
Floyd B. Wood	" "	" Francis M. Zeigler	" "
James L. Jackson	Post Field	" William B. Offutt	Marshall Field
Allen W. Reed	Scott Field	" Isaac W. Ott	Maxwell Field

PHOTOGRAPHIC COURSE

1st Lt. Courtland M. Brown	Scott Field	2nd Lt. George G. Northrup	Post Field
2nd Lt. Paul T. Cullen	Crissy Field	" Philip D. Coates	Maxwell Field
Walter A. Fenander	" "	" Robert S. Macrum	Mitchel Field
George W. Hansen	" "	" James F. Olive,Jr.	" "
Kenneth P. McNaughton	Post Field	" Willard R. Shephard	" "

COMMUNICATIONS COURSE

2nd Lt. John L. Hitchings	Chanute Field	2nd Lt. John C. Covington	Mitchel Field
Fay O. Dice	" "	Chester P. Gilger	Marshall Field
Harold W. Grant	Scott Field	Guy B. Henderson	Maxwell Field
George V. Holloman	Post Field	Durward O. Lowry	Selfridge Field
Charles B. Overacker	Dodd Field	Roger V. Williams	March Field

A NOVEL METHOD OF FIGHTING FLAMES

Considerable damage would have resulted to planes and equipment at one of the auxiliary fields near the Air Corps Primary Flying School at March Field, Riverside, Calif., recently, when a menacing prairie fire was approaching that field, had not the quick-witted Army fliers used their heads and then their airplanes to stay the progress of the flames. It was a brand new use for airplanes and nobody knew whether they would win in the fight against the driving ground fire.

The fire had started in the dry grass and was sweeping down the field to where the airplanes and other equipment were parked, with large wheat fields also in the path of the flames, when one nameless hero thought of throwing the fire back on itself through blasts created by whirling airplane propellers. There were several observation type airplanes on the line at the time, and backing them towards the fire and holding them stationary by means of the wheel brakes, the flying instructors turned up the powerful 420 horsepower engines to their maximum revolutions. This created such a gale as to keep the fire from spreading within twenty feet of the airplanes.

While the instructors were on the alert, ready to release their brakes and fly to safety in the event the flames should break through, the student fliers and mechanics proceeded to beat out the flames around the edges of the burning area.

There was a strong wind blowing at the time, but within a short time the fire had been entirely subdued and the instructors were back at their regular task of teaching young America to earn its wings.

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ROCKWELL FIELD PARTICIPATES IN SAN DIEGO BOOSTER DAY

The first day of San Diego's big three-day educational program, called "Know San Diego," opened by a mass flight of Army planes, comprising 22 Bombers and Pursuit ships from Rockwell Field, Coronado, Calif. A review was staged in honor of the Mayor of San Diego and other guests, followed by twenty minutes of formation drill over Rockwell Field and vicinity. The public inspected the planes lined up on the line and visited the shops at the Rockwell Air Depot and watched the military formations.

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LANDS BURNING PLANE AND ESCAPES INJURY

Successfully reaching the ground in a blazing O2-A airplane, Lieut. Dan McGrew Medler, Air Corps Reserve, and Technical Sergeant Thomas Richards, of Rockwell Field, Coronado, Calif., escaped without injury when the plane was landed recently about three miles from Maricopa, Arizona. Lieut. Medler was piloting the plane at an altitude of about 1,000 feet when it caught fire. "We were cruising along at a pretty fair speed," he stated, "when the plane apparently ignited from a broken gasoline connection. The blaze had not gotten a good start and I decided to land instead of using the parachutes. As we leveled out on the ground one of the wings struck a mesquite bush, turning the plane over and wrecking it."

Lieut. Medler and Sergeant Richards were only slightly shaken up.

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94th PURSUIT SQUADRON GOES ON A SHOOTING FRAY

No sooner did the 94th Pursuit Squadron, Selfridge Field, Mt. Clemens, Mich., return from the Military Tournament recently held in Chicago than it immediately started preparations to leave again for the Aerial Gunnery Camp at Oscoda, Mich. Practically the entire 94th Squadron, plus five officers from the 57th Squadron, left Selfridge Field on July 6th and arrived at Camp Skeel at about 3:00 p.m., with plans and expectations of many bulls eyes and lots of big scores. Monday, July 7th, was a day of preparation, but thereafter the shooting began in earnest. With reveille every morning at four o'clock, it is needless to say that each and every member of the squadron was ready for bed at night.

Everything ran smoothly throughout the month, and several good scores were hung up for approval or disapproval of some of the other squadrons to come.

O-25A PLANES MAKE THEIR APPEARANCE AT MARSHALL FIELD

Up until August 1st, ten new O-25A airplanes were ferried from the Douglas factory, Santa Monica, Calif., to Marshall Field, Fort Riley, Kansas, without incident. Three more planes of this type are still due. The last report received from the News Letter Correspondent is to the effect that the Marshall Field pilots are merely determining the "do's" and "don'ts" concerning the flying of this airplane, and that nothing can be definitely said about its suitability for the various observation missions.

According to the News Letter Correspondent, the plane has a quick take-off, fast rate of climb and can be landed short - and that's something. However, its cruising speed with the wooden propeller with which it is temporarily equipped seems to be only about 95 miles per hour.

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TRAINING OF RESERVE OFFICERS AT ARMY AIR CORPS FIELDS

With the advent of the summer months and the alluring prospect of a taste of Army life at training camps conducted at various Air Corps fields, there is no doubt that those Air Corps Reserve officers able to dismiss the cares and worries of business for the brief period of two weeks took full advantage of the opportunity to grasp the "joy stick" once more.

At Marshall Field, Fort Riley, Kansas, 21 Reserve officers of the 430th Pursuit Squadron, Organized Reserves, performed active duty training from July 6th to the 18th. Excellent weather prevailed during the entire period, permitting of much and varied training. A total of 451 hours were flown in connection with this camp, the missions consisting of check flights, practice, fixed gunnery, navigation problems, formation, bombing, reconnaissance, photography and cross-country flights. Of the 21 officers attending, 18 were rated pilots and e were observers. Of the 18 pilots, 13 were qualified service type pilots and were checked out on O2-H's, O-11's and O-25A's. One of the high lights of the camp was a week-end cross-country flight to Denver, Colorado, in which eight PT-1's, two O2-H's, one O-11 and one C-1C participated. It was rumored that all enjoyed the trip - thoroughly.

Selfridge Field, during July, conducted two camps for Reserve officers. The one for the two weeks' period, July 5th to 18th, was touched upon elsewhere in this issue of the News Letter. From July 19th to the 31st the 27th Pursuit Squadron played instructors to 29 Reserve officers, commanded by Major Jiskra, who were present for two weeks of active duty. The majority of these Reserve officers proved to be capable pilots and were given solo time in service type planes. During the short time these officers were at Selfridge Field they accumulated 518 flying hours, and the News Letter Correspondent states that considerable credit should be given to Lieut. J.W. Kirby and the temporary crews under the personal supervision of Technical Sergeant R.O. McGaha and Master Sgt. E.J. Deckman.

The flying activities at Maxwell Field, Montgomery, Ala., during July consisted of two Reserve Officers Training Camps, the participating units being the 307th Observation Squadron with 14 officers, Major George Keller, commanding, and the 457th Pursuit Squadron with 7 officers, Major Paul N. Montague, commanding. Each squadron enjoyed fourteen days of intensive training, which included ground school, routine flight instruction and reconnaissance, rendezvous problems and formation flying. Each squadron also made a cross-country flight of about 250 miles for navigation training. The fourteen-day schedule gave as complete a review as possible of the entire field of activity required of the Air Corps officer.

The 358th Observation Squadron, Major Elbert Wilson, commanding, was in camp at Maxwell Field during the first two weeks of August. The usual schedule of instruction for Reserve officers was carried out satisfactorily in spite of several bad flying days.

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All previous records for flying at the Boston Airport, East Boston, Mass., were broken during the month of June, when a total of 473 hours and 50 minutes was flown. The equipment at this station comprises four Observation and four Training type airplanes. Captain C. W. Ford is in command of the Airport.

Changes of Station: Lieut.-Colonel Henry B. Clagett designated as Commandant Air Corps Primary Flying School, Brooks Field, Texas.

Major Robert A. Hale, Flight Surgeon, from Bolling Field to Langley Field, effective September 15th.

Major Leslie MacDill from Wright Field to Office Chief of Air Corps.

Major Joseph T. McNarney designated as Commandant, Air Corps Primary Flying School, March Field, Calif., vice Major Millard F. Harmon, relieved.

Assignment of Captain Victor H. Strahm to duty as student at Air Corps Tactical School, Langley Field, Va., revoked.

Major Roy S. Brown from France Field, Panama Canal Zone, to Headquarters 2nd Corps Area, Governors Island, New York.

Captain Rowland C.W. Blessley from March Field to Selfridge Field, Oct. 1st.

Captain Charles M. Savage, Rockwell Field, to Rockwell Air Depot.

Captain Wm. D. Wheeler, Scott Field, to Langley Field, Va., for duty at Air Corps Tactical School as student.

Assignment of 1st Lieut. Clayton Bissell to Air Corps Training Center at Duncan Field revoked.

1st Lieut. Raphael Baez, Jr. Rockwell Field, to Air Corps Training Center.

1st Lieut. Richard E. Nugent, Langley Field, to Panama Canal Zone, sailing from New York Sept. 11th.

1st Lieut. James T. Cumberpatch, March Field, to University of California.

Upon completion of tour of duty in Hawaii, Captain Calvin E. Giffin to Chanute Field and Theodore J. Koenig to Langley Field.

Upon completion of tour of duty in Hawaii, 1st Lt. Reginald R. Gillespie to March Field for duty as student at Primary Flying School; 1st Lieut. Leslie P. Holcomb to Scott Field, Ill.

Captain Neal Creighton from Fitzsimons General Hospital, Denver, to Fort Sill, Oklahoma.

1st Lieut. Clarence P. Talbot, Kelly Field, to Salt Lake City, Utah, for duty with Organized Reserves, 9th Corps Area.

1st Lieut. Robert W. Harper, Brooks Field, and 2nd Lt. Yantis H. Taylor, Kelly Field, to duty in Philippines, sailing from San Francisco November 19th.

1st Lieut. James E. Duke, Selfridge Field, to Air Corps Training Center.

Upon completion tour of duty in Panama, 1st Lt. Malcolm N. Stewart to Chanute Field, Rantoul, Ill.

Upon completion of tour of duty in Philippines, 1st Lieut. Dache M. Reeves to Langley Field and 1st Lieut. John C. Kennedy to Mitchel Field, N.Y.

2nd Lieut. John A. Tarro, March Field, to Fort Sill for duty with First Balloon Company.

2nd Lieut. John J. Keough from Primary Flying School, Brooks Field, to Fort Sill, Oklahoma, for duty with Air Corps troops.

2nd Lieut. Marion Huggins, Langley Field, to Philippines, sailing from New York about October 28th.

2nd Lieut. Charles F. Pugh, Mitchel Field, to Bolling Field, D.C.

Following named officers stationed at Kelly Field to report to stations assigned for duty: 2nd Lieuts. Norris B. Harbold and Arthur W. Meehan to Selfridge Field, 2nd Lieut. LaVerne G. Saunders to Langley Field, Va.

2nd Lieut. Lloyd H. Tull, Langley Field, to Aberdeen Proving Ground, Md.

2nd Lieut. George R. Geer, with Organized Reserves, 1st Corps Area, Boston, to Air Corps Training Center.

2nd Lieut. Samuel M. Connell, Brooks Field, to Chanute Field, Ill.

2nd Lieut. George R. Bienfang, Scott Field, to Walter Reed General Hospital, Washington, D.C., for observation and treatment.

Appointment: Lieut.-Colonel Henry C. Pratt as Assistant to the Chief of the Air Corps with rank of Brigadier-General for four years beginning July 17th.

Promotion: 1st Lieut. Virgil Hine to Captain, rank from July 14, 1930.

2nd Lieut. Howard H. Couch to 1st Lieutenant, rank from July 3, 1930.

2nd Lieut. Wilfred J. Paul to 1st Lieutenant, rank from July 14, 1930.

2nd Lieut. Glenn L. Davasher to 1st Lieutenant, rank from July 14, 1930.

1st Lieutenant John P. Richter to Captain, rank from July 19, 1930.

Transferred to the Air Corps: With rank from June 9, 1938: 2nd Lieutenants Fred O. Tally, Infantry; William C. Sams, Jr., Infantry; Robert L. Easton and Richard P. O'Keefe, Field Artillery; David P. Laubach, Corps of Engineers; Rank from June 12, 1925: James K. DeArmond, Signal Corps; William L. Ritchie, Field Artillery.

Reserve Officers detailed to extended active duty: 2nd Lieut. Harlow B. Grow, Sandy, Utah, to Crissy Field, August 1-June 30, 1931; 2nd Lt. Wm. Gaston Davis, Sarasota, Fla., to Langley Field, Sept. 2-Feb. 28, 1931; 2nd Lt. Melvin S. Hollidge, East Milton, Mass., to Langley Field, Aug. 6-Feb. 4, 1931; 2nd Lt. Percy Osborne Brewer, San Jose, Calif. to Crissy Field, Aug. 15-Feb. 13,1931; 2nd Lt. William R. White, Indianapolis, Ind., to Selfridge Field, Aug.15-June 30, 1931; 2nd Lt. Harrison C. Finley, Collinsville, Ill., to Pope Field, N.C., Sept. 1-June 30, 1931; 2nd Lieut. Jos. H. Brodrick, Minneapolis, Minn., to Scott Field, Ill., Sept. 1-June 30, 1931; 2nd Lieut. Ray H. Baudreaux, San Francisco, Calif., to Crissy Field, Sept. 4-Feb. 28, 1931; 2nd Lieut. Harold Lewis Kirby, Los Angeles, Calif., to Crissy Field.

Detailed to Air Corps and to Primary Flying School, Brooks Field, for TRAINING: 2nd Lieut. Harry C. Kirby, Infantry, to report October 15th.

Relieved from detail to the Air Corps: Captain Albert L. Lane to 2nd Engineers, Fort Logan, Colorado.

2nd Lieut. Jacob G. Reynolds to Hawaiian Department for duty with the Coast Artillery Corps.

Resignation: 2nd Lieut. Linwood P. Hudson.

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SUCCESSFUL PARACHUTE JUMPS FROM PLANES FLYING FORMATION

Army Air Corps officers at Mitchel Field, L.I., announced recently that the moot point of whether an aviator might make a parachute jump from a plane forming part of a military formation without tangling with the other ships had been proved by the successful descent of three soldiers under such conditions.

Staff Sergeant James Pearson, Corporal John Marchewka and Private J.Frazio, all stationed at Mitchel Field, volunteered to go aloft for the test. On that occasion the formation of three service type Curtiss Falcons circled the field at an altitude of about 2,000 feet. At a signal from the leading ship, the three men leaped simultaneously into space. They dropped a distance of more than a hundred feet before pulling their rip cords, thus clearing the formation by a safe margin. Their parachutes opened readily and the soldiers floated safely to the ground.

In their announcement, officials of Mitchel Field characterized the experiment as a complete success. They consider the feat of the three Mitchel Field soldiers has settled a question over which Army Air Corps officers have argued for several years.

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AIR CORPS ENLISTED MEN TO ATTEND SIGNAL CORPS RADIO SCHOOL

The following-named enlisted men of the Air Corps will be sent to Fort Monmouth, New Jersey, reporting not later than September 14th to the Commandant of the Signal School for the radio electricians' course:

Private 1st Cl. Melvin A. Rose, 88th Observation Squadron, Fort Sill, Okla.
Private Joseph B. Hagen, 1st Balloon Company, Fort Sill, Okla.
Private 1st Cl. Arthur R. Musgrove, 88th Observation Sqdn. Fort Sill, Okla.
Private 1st Cl. Charles Donovan,Jr., 2nd Balloon Co., Fort Bragg, N.C.
Private 1st Cl. Haskell E. Neal, 2nd Balloon Company, Fort Bragg, N.C.
Private 1st Cl. Vance Murr, 2nd Bomb. Wing Hqrs. Langley Field, Va.
Private John B. Anderson, 49th Bomb. Squadron, Langley Field, Va.
Private Clarence E. Ergood, 1st Squadron, Mitchel Field, N.Y.
Private Duane W. Sisson, 61st Service Squadron, Mitchel Field, N.Y.
Private 1st Cl. Joseph H. Romatowski, 1st Obs. Squadron, Mitchel Field, N.Y.
Private Shelby G. Putnam, 61st Service Squadron, Mitchel Field, N.Y.
Private Clarence P. Franks, 17th Squadron, Selfridge Field, Mich.
Private Jesse C. Kays, 17th Pursuit Squadron, Selfridge Field, Mich.
Private 1st Cl. Edward E. Bjorklund, 17th Pursuit Squadron, Selfridge Field.

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Lieuts. George W. Goddard, William B. Souza, Edward H. Wood and Newman R. Laughinghouse recently returned to Chanute Field bringing from Santa Monica, Calif., four of the new Douglas airplanes assigned to this station. These planes are the last of the original consignment of ten of this type to be used at Chanute Field.

NOTES FROM AIR CORPS FIELDS

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Rockwell Air Depot, Coronado, Calif., July 31st:

Maj. A.S. Sneed who has been in command of Rockwell Field and the Rockwell Air Depot, departed July 14th, for his new station, Fairfield Air Depot, Ohio. A farewell dinner party and dance was given by the officers of the command in honor of Major Sneed at the Casa De Manana in La Jolla on July 9th. Maj. B.K. Yount, A.C., will succeed Maj. Sneed as Post Commander.

Capt. H.M.Elmendorf, former Commanding Officer of the 95th Pursuit Squadron, departed for Washington, D.C., recently for duty in the Office of the Chief of the Air Corps. Capt. F.O'D. Hunter, assigned to Rockwell Field, will assume command of the 95th Pursuit Squadron upon his arrival.

1st Lieut. Barney M. Giles was relieved from duty at March Field and assigned to the Rockwell Air Depot for duty.

1st Lieut. R. Baez, Jr., Chief Engineer Officer of the Rockwell Air Depot, received orders assigning him to duty at the Air Corps Training Center, Duncan Field, Texas.

More than 200 Y.M.C.A. boys visited Rockwell Field on July 19th. Work in the various airplane shops, loading bombs in the planes and other activities were explained to the boys. The average age of the boys was about ten years and they represented the various clubs sponsored by the Y.M.C.A.

The Rockwell Air Depot has been busy checking in ten new Douglas O-25 planes completed by the Douglas Factory. The planes, as finished, were flown here by officers from Fort Riley, Kansas, who came by train for the purpose of ferrying the new ships back. After complete mechanical check-up at the Rockwell Depot, they were flown east one at a time.

Capt. Evan K. Meredith, Inf. (DOL) Corps Area Athletic Officer, visited Rockwell Field, July 11th, for purpose of interviewing and selecting candidates.

Col. John R.R. Hannay, Q.M.C., 9th Corps Area Quartermaster, visited Rockwell Field, July 14th, for purpose of inspecting Quartermaster activities.

Lieut. J.W. O'Brien, 2nd Survey Company, Australian Garrison Artillery, was a visitor at Rockwell Field, July 11th, and while here was extended post courtesies by the Commanding Officer.

As a contribution to San Diego's big three-day educational program called "Know San Diego", sixteen Pursuit airplanes and six Bombers under the command of Major Spatz, took off August 1st, and after passing in review, staged an aerial exhibition over San Diego. The Rockwell Air Depot shops were open for public inspection on this day also.

Crissy Field, Presidio of San Francisco, Calif., July 19th:

Our officer personnel was augmented by the recent arrival of four graduates of the Advanced Flying School. The new arrivals are - 2nd Lieuts. George C. Kruse, Laddie J. Miller, Byron Q. Van Cott and Ralston J. Crew, all Air Corps Reserves.

The aerial gunnery season was concluded after numerous delays and considerable difficulty due to the shortage of airplanes and the prevalence of fogs. We were only able to run a majority through in the pilot gunners' course, but our percentage of qualifications is very satisfactory and much higher than in past years. We are all great believers in the O-2H for aerial gunnery and only hope the O-25A will prove as satisfactory.

The Pacific Coast Air Corps Unit of R.C.T.C. is now undergoing training at Crissy Field. Owing to the fact that Maj. Harvey S. Burwell, A.C., from the University of California, was forced to take leave, 1st Lieut. W.R. Sweeley, A.C., was sent up from Long Beach to assist in the R.O.T.C. work. 1st Lieut. Russel Maughan was called in from Salt Lake City and now has charge of the Camp, Lieut. Sweeley having returned to Long Beach.

1st Lieut. LeRoy A. Walthall, A.C.,D.O.L., formerly of this station and now Unit Instructor for the Second Reserve District, is conducting the camp for Reserve Officers at Mather Field. Crissy Field is furnishing all the enlisted personnel for this camp and this, with the other drains on Crissy Field personnel for manning Reserve Officer Camps at Vancouver Barracks, Washington, Salt Lake City, Utah, and Long Beach, California, keeps the remaining personnel working hard and long.

Nichols Field, Rizal, P.I., July 10th:

66th Service Squadron: Capt. Charles A. Pursley left on May 30th for China and Japan. At Nagasaki he will board the Transport "Grant" for the States and will proceed to his new station at Langley Field.

Lieut. Charles Douglas returned from detached service at Camp John Hay on June 1st and assumed the duties of Assistant Mess Officer.

The Transport "Grant" arrived in Manila on June 21st, bringing 1st Sgt. James S. Grisham from Langley Field, who relieved Sgt. Joseph H. Benevedes.

Tech.Sgt. Edward Miller arrived on the same boat, also Staff Sgt. Raymond Kerr, Bolling Field, and Sgt. Fred W. Caldwell, Brooks Field.

The "Short Timers", dinner for members of this squadron and those of headquarters detachment returning to the mainland on June 27th was held on the 18th. The Mess Sergeant and his staff were congratulated on the splendid dinner served.

The Nichols Field Golf Tournament was held on June 20th. Sgt. John Murphy of this squadron won the championship for the year 1930. Pvt. 1/cl. Howard E. Hause of the 66th was runner-up. A cup will be presented by the Nichols Field Golf Association.

Headquarters, 4th Composite Group: Capt. E.C. Black was assigned to Headquarters.

Mr.Sgt. Garner, Tech.Sgt. Malloy, and Sgts. Dobbs and Foster arrived on the transport and were assigned to headquarters. Mr. Sgt. Garner is replacing Staff Sgt. Gaspard as Post Sergeant Major.

2d Observation Squadron: During the first ten days of the month a large number of formation flights were made to various places within a radius of 70 miles of the field.

On June 11th Lieuts. Backes and Yeager made a cross-country trip to Legaspi in two Amphibians for the purpose of inspecting a proposed landing field for land planes at that place. Several interesting photographs of the volcano were made.

On June 14th Lieuts. Hayward and Kennedy made a flight in two O2-H planes to San Jose, Mindoro.

The transport, "Grant", arrived in Manila at daybreak, June 21st, All planes of this squadron flew out to meet her.

Lieut. Hayward made a cross-country flight to Olongapo the same day to make arrangements for the use of the naval dry dock at that place for the "Grant".

On June 18th all Squadron men quartered in the old barracks were moved into the newly completed barracks.

On Friday, the 13th, the Squadron won the cup of the Duck Pin League by taking two games out of three in a tie play off with the 28th Squadron. The basket ball team continued its winning streak by defeating the 28th in the second game of the series by the score of 22 to 20. The game was one of the hardest fought contests ever to be played on the local court. This put the Second in the lead for the championship over the 28th Squadron, which won the cup for the last three years. Under the command of Capt. Giles, the Squadron has gone out for all laurels in athletic games and romped home ahead in all events. The Squadron will feel the loss of Capt. Giles, who returns to the States on the October transport. It is seldom that an organization is lucky enough to secure a Squadron Commander who takes so much interest and puts forth so much effort in promoting athletics for the men as Capt. Giles.

The 2d lost the following officers on the June transport: Lieuts. Dunlap, Hamlin, Johnson, Shea and Stearley.

The following new officers and non-commissioned officers arrived: Lieuts. Davis, Hoppin and White; Mr.Sgt. Crowder, Staff Sgt. Davis, Sgts. Amero, Miller and Tomlinson.

Lieut. Myers, our Squadron Adjutant, Mess Officer, Supply Officer, Engineering and Transportation Officer is wearing a broad grin since the arrival of the June transport, due partially to the arrival of Lieuts. Valentine, Nelson, Zettel, Malone and Wolfinbarger, who will relieve him of all but two of his jobs, and also due to the arrival of Mrs. Myers.

New arrivals in Manila during the months of May and June; May 5th to Staff Sgt. and Mrs. Charles B. Field, a girl, Maxene Maryland.

May 29th to Staff Sgt. and Mrs. Morris Martin, a girl, Elanor Elaine.

June 15th to Staff Sgt. and Mrs. Bulloch, a boy, Fulton, Jr.

Luke Field, T.H., July 10th:

Capt. Harry C. Drayton, relinquished command of 72nd Bombardment Sq., and returned to the mainland on the "CAMBRAI", June 12th, for station at A.C. Technical School, Chanute Field, Ill. He will enjoy a leave of absence prior to reporting for duty at his new station. Capt. Horace N. Heisen assumed command of the 72nd on the departure of Capt. Drayton.

1st Lieut. Russell L. Williamson returned to duty from 3 months' leave on the 7th and sailed on the "CAMBRAI", June 12th, for his new station at Wright Field, Ohio.

1st Lieut. William B. Clarke, relieved 1st Lieut. Williamson as Officer in Charge of Hawaiian Air Depot, on June 12th.

Capt. Ulysses G. Jones assumed duties of Executive Officer of Luke Field.

1st Lieut. John A. Laird, Jr., relieved Capt. Jones as Adjutant of Luke Field and 5th Composite Group, A.C.

2nd Lieut. Sheldon B. Edwards, was detailed as Assistant to 1st Lieut. Benjamin F. Griffin, to Post Maintenance Officer.

Announcement was made on the 12th at a tea given by Mrs. Caroline E. Peterson of the engagement of her daughter, Muriel, to 2nd Lieut. Edwin W. Rawlings, A.C. Miss Muriel Peterson is a graduate of Punahou and Mills College.

Capt. William E. Lynd and Mr. Sgt. Christian E. Peterson, of the Office of the Chief of the Air Corps, arrived on the "CAMBRAI" on June 12th to inspect A.C. units and activities at Luke Field and Wheeler Field.

Since the last issue of the NEWS LETTER, orders were issued directing 1st Lieut. James F.J. Early to report to March Field, on completion of his present tour of foreign service, as a student at the Primary Flying School, instead of to 1st Balloon Co., at Fort Sill, Okla.

2nd Lieut. Reginald R. Gillespie, 4th Obs. Squadron, A.C., was promoted to 1st Lieutenant, to rank from June 7, 1930.

1st Lieuts. John W. Warren and Robert H. Finley arrived June 25th on the "St. Mihiel". The former was assigned to 72nd Bomb. Sq. and the latter to the 4th Obs. Sq. Lieut. Warren was detailed as Assistant to Officer in Charge of the Hawaiian Air Depot, in addition to his other duties.

2nd Lieut. Sheldon B. Edwards was promoted to 1st Lieutenant, to rank from June 21st, 1930.

On the 19th Capt. Lynd, A.C., and M/Sgt. Peterson flew to Hilo, Hawaii, in the Fokker, to inspect landing fields on that Island. Capt. Lynd, and M/Sgt. Peterson are representatives of the Chief of the Air Corps. Thus, for the first time since establishing A.C. troops in Hawaii, was an inspection carried out by representatives from the Chief's office.

Seventeen recruits arrived on the "CAMBRAI" on June 1st, and six recruits arrived on the 25th for Luke and Wheeler Fields. The contingent of six recruits is the smallest to arrive for the Air Corps since establishment of the two air fields in the Department.

Luke Field flyers in the Sector-Navy League played the following games during the month of June, with the results as shown:

Luke Field	- 0	Submarine Base	- 4
" "	- 10	Marines	- 4
" "	- 3	Naval Air	- 11
" "	- 6	Honolulu	- 5
" "	- 2	Marines	- 5
" "	- 2	Marines	- 1
" "	- 0	Naval Air	- 4

The game with Naval Air which ended 4 - 0 against Luke Field was, from the spectators' standpoint, the best game ever played on the Luke Field diamond in the history of competition between the two teams. "Luck" and the breaks of the game were against the Luke Fliers.

The game with the Marines, which Luke Field won by score 2 - 1, was an exhibition of brilliant pitching between Delaney, for the flyers, and Sturn, for the Leathernecks. Delaney allowed the Marines only two hits of the scratch variety. The first hit came in the 5th inning, when a ground ball bounced badly over Olszanowicz, and in the 7th inning, a high fly fell between Byars, 1st Basemen, Olszanowicz, and Lapsley, just two yards inside the first base foul line for a single. Olszanowicz attempted to make the catch but missed, the ball rolling into foul territory, while the runner advanced to second. No damage caused as the side was retired.

The game with Honolulu, which was won by the Flyers, 6-5, was a spirited contest, with the Flyers trailing until the 8th inning, when a 4-run rally put them ahead, six hits and a sacrifice accounting for the necessary margin of victory. By this victory for the Flyers of two wins for one loss of the three games played a record of six years standing was established whereby Honolulu has failed to defeat the Flyers on their home diamond.

Only five games remain to be played by the Flyers in the Sector-Navy League for the 1930 season. The Squadrons on Luke Field will then devote time to preparation for the interesting competition for the "KUNTZ-MOSES" Memorial Trophy. Swimming, Volley Ball, Basket Ball, and Boxing are the events to be competed in by the squadrons for the Trophy.

Brooks Field, San Antonio, Texas, Aug. 15th:

Lieut.-Col. H.D. Clagett, Commanding Officer of Brooks Field, will serve as a referee for the National Aeronautic Association in the forthcoming Brownsville-Chicago Men's Derby.

1st Lieut. S.H. Connell, formerly Post Exchange Officer, Brooks Field, was transferred to Chanute Field. 2nd Lieut. L.H. Douthit is now Post Exchange Officer.

1st Lieut. R.D. Knapp, Operations Officer of Brooks Field, flew to Chanute Field the sixteenth to return seven graduates of the Technical School to their station in the Air Corps Training Center.

2nd Lieut. John N. Jones, formerly stationed in Canal Zone Department, reported at Brooks Field for duty, and was assigned to the Flying Department.

1st Lieut. Howard N. Engler of Brooks Field, received orders transferring him to Chanute Field.

2nd Lieut. E.H. Lawson, Brooks Field, is now on leave at Lexington, Ky.

2nd Lieut. Morris F. Daly of Brooks Field, is at present on leave, at the expiration of which he will report to West Point where he has been detailed to duty as coach of the Point football team.

2nd Lieut. James W. McCauley, Post Field, reported for duty at Brooks Field, and was assigned to the Flying Department.

2nd Lieut. Charles H. Deerwester, Brooks Field, was transferred to Chanute Field.

Fort Sill, Okla., July 29th:

The major part of the month was taken up with gunnery practice. Most of the record and part of the preliminary practice was done at Fort Crockett, Galveston, Texas. The Officers were divided into two groups, the first group went down on the seventh of July and started firing immediately. As each officer finished he was sent back to the home airdrome and an officer from the second group replaced him. All of the bombing and two phases of the observers' ground course were done on the home range. Second Lieut. Lilburn D. Fator, Capt. Lawrence P. Hickey and Mr/Sgt. Chester F. Colby were high men in order named.

Maj.-General William Lassiter was an overnight visitor at the Post, July 16th.

Lieut. Carter, ferrying an O-25 from Santa Monica, Calif., to Ft. Riley, Kans., stopped here over night July 17th.

2nd Lieuts. James W. McCauley and Richard I. Dugan departed on a month's leave.

2nd Lieuts. George G. Northrup, James W. McCauley, Dudley E. Whitten and Douglas T. Mitchell went to Buffalo, N.Y., by rail and ferried back four new O-19B Thomas-Morse Observation planes.

2nd Lieut. George G. Northrup was ordered to Wright Field, Dayton, Ohio, on detached service.

2nd Lieut. Joel G. Pitts, Air-Reserve, reported for one year's active duty with this organization.

3rd Attack Group, Ft. Crockett, Texas, Aug. 1st:

Amelia Earhart visited the Group recently in company with Lieut. J. Harper, U. S.N. They were guests at a luncheon tendered them at the Officers' Club by Maj. Davenport Johnson and officers of the Group.

2nd Lieut. Karl G.E. Gimmler and Sgt. Frank Sirovic, 13th Attack Squadron, joined the ranks of the Caterpillar Club at about 5:00 PM., Tuesday, July 15, near Hallettsville, Texas, when their elevator jammed and they were forced to bail out. No injuries were sustained.

The baseball season ending in a tie between the 60th Service Squadron and

the 90th Attack Squadron, a three- game series was then played, and the 90th won two straight games, 8-6, 3-0, to win the Post championship. There will not be a second half to the baseball season as football practice will start soon. From the appearance of the new material, we will have another championship team this year.

Record gunnery and bombing in this Squadron, which has been delayed, is nearing completion. Fifteen officers fired the "B" course for pilots, of which number five qualified as sharpshooters and seven as marksmen, three failing to qualify. All scores are considered fairly satisfactory, considering that they were made, largely, under typical Kansas wind conditions.

Orders were received relieving 2nd Lieut. Carl N. Olson, Air-Res., from active duty, effective the 28th inst. Lieut. Olson requested this action in order to accept a position in civil life. He was well liked in the Squadron, and we wish him success.

2nd Lieut. S.W.Cheyney, formerly stationed at Rockwell Field, reported for duty at this station on the 26th.

Mr.Sgt. Arnold Ruef just returned from a ten-day fishing trip in Colorado. His story is, that to find good fishing territory it was necessary to camp near the snow line. He planned to stay a month but, of course, the fish didn't -- I mean, he forgot to carry with him sufficient blankets and had to return early. He confesses that he probably should have gone to Wisconsin or Minnesota so far as "weather"(?) is concerned. An eighty-twenty unique and plausible story;Ruef.

Boston Airport, East Boston, Mass., July 26th:

Activities for week of June 29th - July 5th:

After last week's almost unprecedented rush of activity, which resulted in using up all our allotted flying hours before the end of the fiscal year, this week seemed rather dull. On Sunday, Capt. Ford returned from Columbus, Ohio, via Bolling Field, bringing Capt. Lusk with him; Tuesday, two Reserves put in some time and Lieut. Wilson flew to Mitchel Field; returning the next day; Thursday, Lieut.Greer flew Maj. Lincoln to Bolling Field, returning alone on Friday; Saturday, our only activity was welcoming visitors. Lieuts. Rogers and Desrosiers arrived from Brooks Field in a Douglas X-104 and Capt. Pascale with Lieut. Hollidge came in from Langley Field. Lieut. Owens came in from Bangor, Me., and General Brown with Lieut. Stranathan were the last arrivals of the week, coming from Washington, D.C.

Activities for week of July 6th - July 12th:

General Walker opened the week for us by having Lieut. Wilson fly him on Sunday between Vineyard Haven on the Island of Nantucket, and Newport, R.I., and Hyannis on Cape Cod. Two Reserve officers, Capt. Holterman and Lieut. Towner, began their two weeks' tour of active duty. Tuesday, we put in a very active day. Reserve flying, parachute testing and a couple of short cross-country trips made up the day. Wednesday, we put in some little time and Thursday, we had another big day, which included two round trips to Mitchel Field. Friday, was quiet and Saturday wound up the week with a lot of reserve flying, a trip to Woodstock, Vt., and another to Mitchel Field. Our only visitor was Lieut. H.M. Wittkop on his way from Mitchel Field to Portland, Me., on Saturday.

Activities for week of July 13 - July 19th:

Sunday, Lieut. Wilson left Mitchel Field with Lieut. Steed and went on to Langley Field. Monday, they returned to Mitchel Field and Capt. Holterman came back from Woodstock, Vt. Tuesday was not very active. Only one Reserve officer, besides those on active duty, did any flying. Lieut. Wilson returned from Mitchel Field. Wednesday, Lieut. Wilson and Lieut. Bogert were the only local flyers, but this day saw the start of a long trip for the two Reserve officers on active duty, Capt. Holterman and Lieut. Towner. They took off with Capt. Ford using two O-11's and an O1-B, for a non-stop flight to Langley Field. Major Cummings, M.C., and two mechanics were the passengers. On Thursday they came back, stopping at Bolling and Mitchel Fields. Meanwhile, a number of Reserves were putting in time on the IT's, and Col. Lincoln went with Lieut. Wilson to Groton, Conn., and back. Friday was very quiet. Saturday, too, was quieter than usual, with only two flights leaving the vicinity of Boston. One of those carried General Walker to Martha's Vineyard and back. Our only visitors during the week were Lieuts. Brookings, Evans and Pater, all from Mitchel Field.

Scott Field, Belleville, Ill., Aug. 5th:

On Aug. 1st, a flight of six O-19's, commanded by Lieut.-Col. John A. Paegelow, went to Knoxville, Tenn. to attend the dedication of an airport.

Mrs. Frederick Bacher, Scott Field, received slight injuries while horseback riding on Aug. 2nd, when her mount ran into an automobile on the Scott Field road.

40th Division Aviation, Calif. National Guard, July & Aug., 1930:

The 115th Observation Squadron was recently in the throes of preparing for summer training camp at San Luis Obispo. During this period no flying was done due to the fact that all materiel and tools were prepared for shipment to the camp. The enlisted men and baggage left for the camp via the Southern Pacific on July 26th. On the same date nine planes were ferried to the camp by the flying personnel of the Squadron.

The Squadron welcomes a new officer - Lieut. Richard Hoffman, a recent graduate of Brooks and Kelly Fields, and congratulates Lieut. Noe upon his promotion to 1st Lieutenant.

Capt. E. A.Peterman for the past six months on leave in Washington,D.C., returned to duty as Operations Officer.

Lieuts. Robinson, Carroll, Wallen and Gard recently completed long and successful cross-country trips to Sacramento and the Bay District of San Francisco. Lieuts. Larson and Wallen completed trips to Dry Lake, for the purpose of checking the new aerial machine guns. Our two O-17's were recently equipped with rear gun mounts for this purpose.

On July 18th the Squadron flew a formation for the funeral services conducted for the late Maury Graham, air mail pilot, whose body was found in the wilds of Utah after a search of six months. Maury was formerly a member of this squadron.

Major Haynes, Commanding Officer of the 41st Division on Aviation, Washington National Guard, of Spokane, Wash., recently dropped in to pay us a visit, having ferried an O-2 to Rockwell from his home station.

On Sunday, July 20th, all personal equipment, etc., was drawn by this organization for shipment to camp. This necessarily disrupted the schedule for drill, the washout being made complete by the fact that all flying equipment was grounded.

Lieuts. Sewall and Miller put in several days of duty at Capitola with the 250th Field Artillery, Calif. N.G., doing tow target and spotting work. These officers joined their organization on the 26th at San Luis Obispo.

The advance detachment to camp, commanded by Lieut. Wallen, left this station by train on Wednesday the 23rd. These men will also act as the rear detachment remaining at camp for one day after the main strength is relieved.

Chanute Field, Rantoul, Ill., July 26th:

Lieuts. Lanagan and Moon were ordered to Santa Monica, Cal., to ferry two new O-25A airplanes from the Douglas Aircraft Factory to this Field. These airplanes are the first of an allotment of ten authorized for this station. The remaining eight are now on a priority schedule and will be ready for delivery in in the near future.

Looking out on the flying field nowadays gives us the impression of an Attack Squadron, as we have eleven A-3 airplanes. Practically all of the older model O-2 planes have either been condemned or surveyed as unfit for service. When delivery is effected on the O-25A ships, flying time should be easier to secure than heretofore.

Major Martin of the Chief's Office recently inspected the Operations and Engineering Departments. He found everything in excellent condition and was well pleased.

1st Lieut. Walter K. Burgess reported back for duty after spending a month's leave of absence motoring to the West Coast and back.

Tech. Sgt. George P. Klingler recently received a long deserved promotion to Mr. Sgt., after being our Flight Chief for a number of years. Immediately upon notification of promotion, Sgt. Klingler received orders transferring him to Selfridge Field. Tech. Sgt. Paul B. Jackson, one of our two enlisted pilots, replaced Sgt. Klingler as Flight Chief.

Congressman Clague of Minnesota, was an unofficial visitor here recently. He came unannounced, and was shown through the school by Capt. Voss and Col. Wuest. Upon completion of his unofficial inspection, Lieut. Kaye, our Personnel Adjutant, flew him to Minneapolis, Minn. Congressman Clague is a member of the Military Affairs Committee.

Maxwell Field, Montgomery, Ala., July 30th:

Congressman Lister Hill was the guest of Maj. Walter Weaver, Commanding Officer of Maxwell Field, on July 28th during the aerial review for General Frank R. McCoy.

On July 29th, a special demonstration of the dropping of machine guns and personnel from planes by parachute was recorded by Paramount Sound News, the exhibition having been requested by the Motion Picture Organization and approved by the Commander of the Fourth Corps Area.

An aerial demonstration for the American Legion was staged on July 30th by the flying personnel. The events consisted of formation flying, balloon straffing, bombing a dummy battleship, parachute jumping and acrobatics. The review attracted an unusually large audience.

On the same day the Hon. F. Trubee Davison, Assistant Secretary of War, visited Maxwell Field on the first stop of his ten thousand-mile tour of the Air Corps Posts of the United States. While here, he addressed the Alabama Department of the American Legion, at their Convention. Secretary Davison spent the afternoon in an inspection of Maxwell Field, proceeding from here to Shreveport, La.

Post Summer School is in session for the junior officers of the field. Schedules of instruction include Communication, Courts Martial, Cross-country Maintenance, Radio and Customs of the Service.

Mr. Harry A. Kemming, Instructor of Life Saving for the American Red Cross, was at Maxwell Field for three days, during which time he gave instruction to the officers and enlisted personnel of Maxwell Field.

Maxwell Field, Montgomery, Ala., Aug. 15th:

The most interesting thing which has happened at Maxwell in the opinion of all the officers, is the arrival of the new Thomas-Morse airplanes. Eight have already been ferried from Buffalo and four more are to be secured within a short while.

Maxwell officers have been active in the ferrying of National Guard aircraft having flown four C-11's and one PT to various outfits during August.

Maj. Walter Weaver, Commanding Officer, accompanied by Capt. M.A. McFadden, Constructing Quartermaster, was piloted by Lieut. Persons in the C-1 to Washington, where he visited the Office of the Chief of the Air Corps.

Lieut. N.L. Cote, formerly stationed here, again reported for duty, having just completed the Photographic Course at Chanute Field.

The following Maxwell Field officers have instructions to report to Chanute Field by October 1st, for courses of study at the Technical School, viz; Lieuts. Spencer Calloway and Stoyte Ross, Aircraft Armament; Lieut. G.H. Henderson, Communications; Lieut. Philip D. Coates, Photographic.

During July, Maxwell Field led twenty Army stations in re-enlistments, having a record of 100%.

The Flyers, our baseball outfit, bids fair to win the pennant in the City League of Montgomery. With only a few more games to play, our boys are well in the lead.

March Field, Riverside, Calif., Aug. 8th:

Maj. J.T. McNarney, A.C., Mrs. McNarney and daughter, arrived at March Field on Aug. 5th for station. Maj. McNarney assumed command, vice Maj. M.F. Harmon, transferred to Ft. Leavenworth.

1st Lieut. Joseph P. Bailey, accompanied by Mrs. Bailey, reported for duty on Aug. 1st from Panama. They have been assigned quarters on the Post.

Capt. Walter J. Reed, A.C., left on the Transport "Somme" on July 30th for Langley Field, where he is to enroll in the next class at the Tactical School.

Asst. Secy. of War, Hon. F. Trubee Davison, paid a visit to March Field on Aug. 7th, for the purpose of inspection. He was much impressed with the improve-

ment made on the Post during the past year, as well as with the beauty of the officers' club, which he declared as being the finest he has seen in the Army. He was entertained at luncheon by Maj. McCarney.

Selfridge Field, Mt. Clemens, Mich., July, 1930:

17th Pursuit Squadron: Lieut. Francisco Cadaval, of the Argentine Navy, has been attached to the 17th Pursuit Squadron for tactical training and for the period of the encampment at Camp Skeel, Oscoda, Mich. Lieut. Cadaval was sent to this country by his government for the purpose of studying at the Air Corps Technical and Tactical Schools. He recently completed the photographic course at Chanute Field, and will enter the new class at the Tactical School, Langley Field, Va., in September, after finishing the gunnery practice at Camp Skeel.

The 17th Pursuit Squadron left for the gunnery camp at Oscoda, Mich., the first part of August for three weeks' intensive gunnery practice. Both Curtiss P-1's and the new Boeing P-12B's will be used for firing.

27th Pursuit Squadron: Beginning July by completing a very nice two weeks' trip to Chicago, the 27th Squadron worked during the month with a vigor characteristic of that organization. Meeting with and overcoming such seemingly insurmountable tasks as dedicating airports, filling out form "1's" and accident reports for Reserve officers on two weeks' active duty, the month was, indeed, a full one for those officers who had not the foresight to request leave.

On July 12th, four 27th pilots flew with a flight from Group Headquarters to welcome Commander Byrd to Chicago.

Six pilots from this Squadron with Lieut. M.L. Elliott in command, enjoyed a pleasant week-end in Niles, Mich. The event was occasioned by the arrival of the All-Michigan Aviation Tour in that city.

On July 12th, Lieut. Sillin gave an instructive and interesting smoke demonstration over the city of Battle Creek, Mich. Lieut. Sillin is our most experienced pilot in the matter of smoke screens and is, we believe, a very capable demonstrator.

Lieuts. Smith, C.F. Hegy, E.F. Yost and N.B. Olsen, by dint of hard work, well accomplished tasks, pleasing personalities, and the common sense to request it, were granted and enjoyed two weeks' leave during the month of July. The above mentioned four returned to the organization either love-sick or lazy, according to their respective temperaments.

The end of the month finds the Squadron cheerfully endeavoring to make the best of a period of forced inactivity.

94th Pursuit Squadron: Fishing and swimming seemed to dominate the afternoons and many an unwary soldier came back to Selfridge with a peeling sunburn, but scarcely, if any, fish.

Some of the high spots of the camp were the visits of Asst. Secy. of War, Hon. F. Trubee Davison, Maj. Brett and Maj. Brower; the visit of the Siamese Colonel inspecting our Air Corps; and the flight to Bay City on the 27th to assist in dedicating a new airport.

Lieut. Carl Feldmann is now at Walter Reed Hospital and everyone is glad to hear that he is improving. He will be in the hospital for perhaps two more months, and will be welcomed back to Selfridge as soon as the "Medicos" will turn him loose.

The 94th Squadron is glad to welcome Lieuts. Mosher, Jacobs, Pincomb and Waitkus, who came here from Kelly Field last month.

Upon returning from Camp Skeel, the 94th Squadron finds itself in plans for schooling the Reserve officers on two weeks' active duty the first part of August The P-12's will undergo a most needed overhaul while PT-1's and PT-3's hold the stage for a short time.

France Field, C.Z., Aug. 15th:

Although activities at this station have been extremely quiet during the past few months, the usual homeward trek of the Commissioned and Enlisted Personnel who have completed their tour of Foreign Service promises to become a veritable "Big Parade" as a result of the new Foreign Service Two Year Bill. Under the new measure, those who formerly had from six months to a year to complete their tour now find themselves "short-timers" and Headquarters is at work completing an accurate list of those who are eligible to return to the States.

During the past few weeks five officers have left the Field for assignments in the United States. 1st Lieut. Edward D. Jones, former Adjutant, will be stationed at Duncan Field, Texas; 1st Lieut. Robert T. Cronau was relieved and ordered to report to Langley Field, Va.; 1st Lieut. Don W. Mayhue drew an assignment at Ft. Crockett, Texas, while 1st Lieut. Glen C. Jamison proceeded to Langley Field, Va. 2nd Lieut. John N. Jones was to report to Duncan Field, Texas, for assignment.

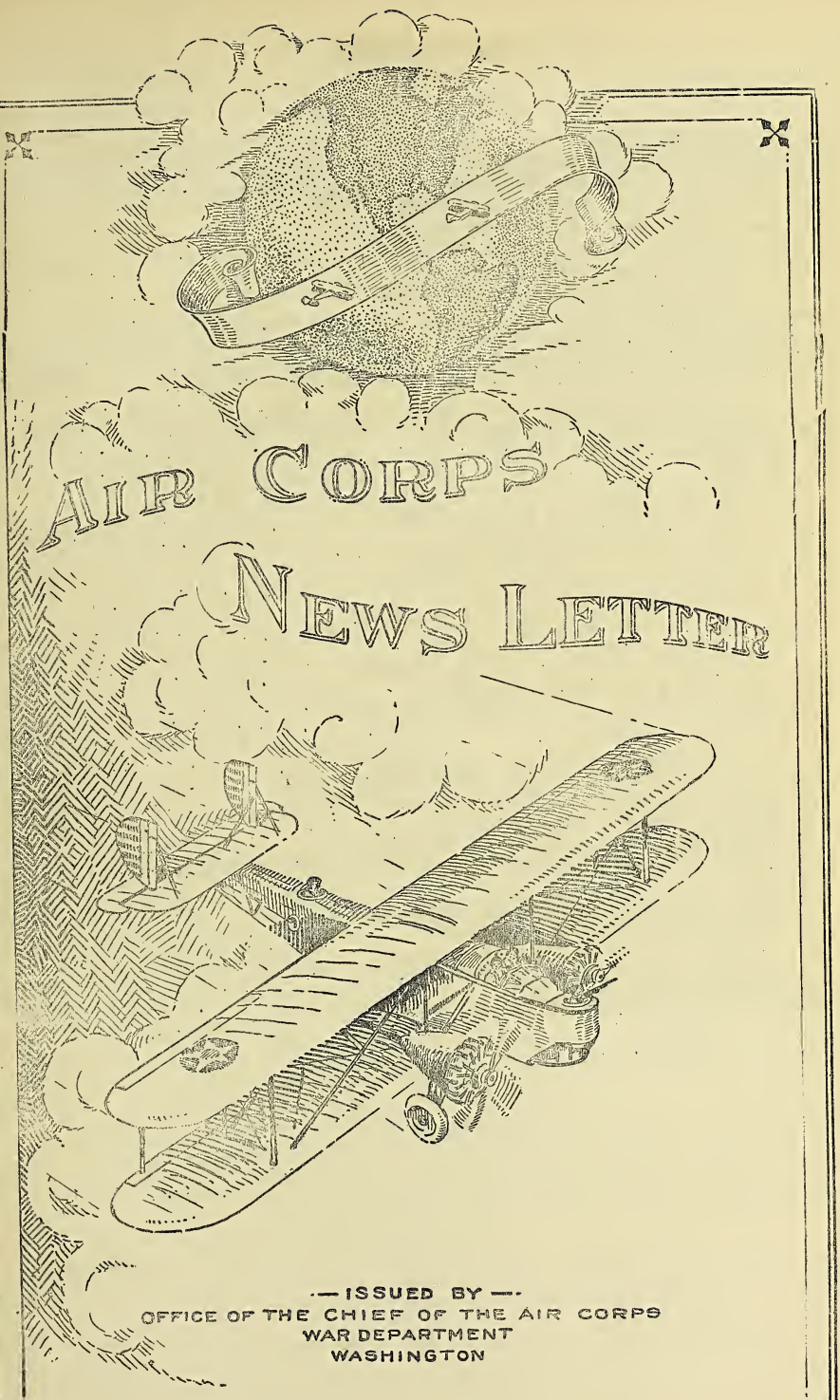
The number of Captains on duty here was increased the first part of July when 1st Lieut. Louis M. Eller accepted the Captain's commission that was tendered him from Washington. Capt. Eller is assigned to the 24th Pursuit Squadron.

Aerial gunnery and bombing practice is nearing a close with many of the participating officers showing high scores. Only one accident has marred the practice season and resulted in the death of 2nd Lieut. William Letzig and Staff Sgt. Hall of the 7th Observation Squadron. Their DH crashed at Ft. Randolph while on a tow-target mission during the final day of C.A.C. A.A. Machine Gun practice.

Talking pictures have reached the Field with the result that the "Standing Room Only" sign is not an unusual sight at the E & R Building. The exceptional type of pictures that are being billed is drawing crowds from not only the local personnel but from the Naval Air Station, Submarine Base and Ft. Randolph.

The France Field installation was one of the first in the Army Motion Picture Circuit on the Isthmus due to the fact that the technicians necessary for the installation were found among the members of the Field and it was not necessary to wait for Department experts.

The basketball season is nearing a close with the France Field cagers in possession of the Gold Coast title. With seven teams in the Army and Navy League there has been plenty of basket ball for the crowds to witness this season and with eleven games in the discard, the France Field quintet has dropped but one. With only two games left to close the season, Panama scribes predict the local boys will be easy winners over the Pacific Side champions, procuring the Zone championship.



AIR CORPS NEWS LETTER

—ISSUED BY—
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

VOL. XIV SEPTEMBER 23, 1930 NO. 11

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Information Division, Air Corps — September 23, 1930 — Munitions Building, Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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THE AIR RACES AT CHICAGO

By Lieut. Marshall Andrews, Air Reserve

Once more enthusiastic thousands at the National Air Races have seen the fighting forces of the Army Air Corps marshaled in the air; have watched their maneuvers, and have heard the chant of powerful engines roaring in unison above them.

If their enthusiasm is any index, those worthy citizens have come to understand more fully than ever the striking power of air forces. The amazing sudden strength of aerial attack was brought home to them time and again as Bombardment and Pursuit formations moved swiftly across the changing scene.

True to its determination, the Air Corps at the Chicago Races, between August 23rd and September 2nd, restricted itself to demonstrations of aerial military maneuvers. With an appreciation of the present character of the National event, the Army refrained from participation in all contests, leaving the field to civilian aircraft and personnel. After the races were over, no observer could fail to realize the wisdom of this attitude.

The activities of the Air Corps proved to be precisely what they should have been - a demonstration of Air Corps tactics, flight discipline and flying ability. It was given to thousands of people to see for the first time how far development has gone in construction, maintenance, and operation of military aircraft insofar as it has been entrusted to the Army Air Corps. That this lesson went home there could be no doubt.

Under competent leadership, every formation functioned smoothly. So carefully had the various maneuvers been planned that it was hardly ever necessary for the spectators in the stands to crane their necks or sunburn their tonsils to see what was going on. Particularly was this true of the Pursuit Squadrons under the leadership of Captain Victor H. Strahm of the First Pursuit Group, Selfridge Field, Mich. Despite the altitude he found it necessary to maintain at practically all times, and the area necessary for maneuvering with absolute safety to the stands, Captain Strahm managed always to keep his formations within sight of the crowds.

The Bombardment Squadron, also for the sake of safety to spectators, found it necessary to turn in an excessively wide circle when changing formation, so that at times it was almost hidden in the distance. This difficulty, however, was readily bridged by Lieut. Arthur I. Ennis, of the Information Division, Office of the Chief of the Air Corps, who described the maneuvers over the public address radio system, so that when the big ships returned before the stands the crowd was on its toes to see whereof they had heard.

The Bombers, however, succeeded in outdoing themselves one day of the Meet. Three of the Keystones were sent up to entertain the stands - and they did. Almost out-pursuiting the Pursuit, they loped heavily around the pylons and then reformed to immitate the snappy tactics which Captain Strahm's P-1's had demonstrated just before. Their success delighted the crowd, which talked about little else during the remainder of the day.

Chicago turned out to be an excellent host. Officers of the Air Corps were quartered at the Drake Hotel, on Lake Shore Drive, where they found the management more than eager to make life pleasant and comfortable for them. Invitations came in thick and fast - so thick and fast, in fact, that only triplets could have filled all of them. Two outstanding events were the banquet of the National Aeronautic Association, at which all officers were guests, and a dance tendered all military pilots by the Chicago Race Committee.

All Air Corps troops and activities were under direct command of Major Willis A. Hale, of the Office of the Chief of the Air Corps, who arrived several days before the Meet opened. Lieut. Ennis, in charge of public relations, also reached Chicago ahead of time and prepared for the numerous details incident to his work.

The first troops to arrive were 23 enlisted men of the First Pursuit Group in two Ford Transports under the command of Lieut. Walter E. Richards. These arrived August 22nd and were on hand when the P-1's under Captain Strahm landed the following day.

The Bombers, all LB-7's, under the command of Captain Henry Pascale, arrived also on the 23rd from Langley Field, Va., carrying the commissioned as well as the enlisted personnel. Each Bomber carried two officers, bringing the officer personnel to 18 for the organization. The First Pursuit Group brought 23 planes, bringing the total number of officers present to 55, with the addition of Major Eugen G. Reinartz, who flew over from Wright Field to act as Flight Surgeon.

Later, three O-25's from Wright Field, fitted up with neon lights under the lower wings, flew over to give demonstrations of lighted night flights, and an A-3 was sent from Chanute Field, Rantoul, Ill., to broadcast from the air. With the pilots of these planes, the grand total of officers participating was raised to 59.

An interested spectator at the Races was Brigadier-General Benjamin D. Foulois, Assistant Chief of the Air Corps, who with Mrs. Foulois attended every day. During his stay in Chicago, General Foulois was an honor guest at the dedication of the "Lindbergh Beacon" atop the Palmolive on upper Michigan Avenue. At this ceremony he represented the Air Corps.

A conflict in dates with the Gordon-Bennett International Balloon Races, held at Cleveland, Ohio, August 31st and September 1st, caused the Air Corps contingent to be split up into two groups. Six Bombers under Captain Pascale flew to Cleveland, leaving three under Captain Frank D. Hackett to finish at Chicago. Six Pursuit planes were also sent to Cleveland, where they were met by another contingent from Selfridge Field. The Pursuit left at Chicago was scheduled to fly to Bessemer, Mich., to assist in dedicating the new airport at that place. These planes, however, were held over one day by bad weather.

"The "Provisional" Bombardment Squadron which participated at Chicago was happily made up of one flight from each of the three Squadrons of the Second Bombardment Group. Thus, the 49th, 20th and 96th Squadrons were all represented. The flights formed in the order given, with the 49th acting as the leading element. Likewise, all three Squadrons of the First Pursuit Group - the 27th, 17th and 94th - were present, although the eighteen planes which actually carried out the demonstrations were from the first two squadrons.

Aside from its scheduled flights, the Air Corps performed two feats which captured the imagination of the crowds. On one occasion, in anticipation of the heavy traffic which was to be expected over a week end, two officers of the Chicago and Cook County police forces were taken up by Captain Hackett in a Bomber, from which they were able to visualize traffic conditions and to make provisions for more expeditious handling of the holiday rush.

At another time, an engine was rushed from Selfridge Field by air and installed in Captain Strahm's plane with such efficiency that his ship was not out of a single scheduled flight. This routine bit of work was amazing to the layman who grasped its meaning with enthusiasm.

If the crowds could have looked behind the scenes during a demonstration of radio-controlled maneuvers, which was given by Major Hale on the ground and Captain Hackett in the air, they would have marvelled even more than they did. According to arrangement, Captain Hackett was able to take the air at the head of his squadron and maneuver according to instruction from Major Hale on the ground. These instructions were to have been broadcast over a national radio network, from which the radio operator in Captain Hackett's plane would pick them up. Overhead, the radio plane from Wright Field was to tune in and give a brief description of the flight as it looked from above.

Fortunately, all concerned took the precaution to set a definite schedule and to synchronize their watches. After Captain Hackett had taken off, the radio plane had climbed into position, and Major Hale had taken over the microphone at the announcer's stand, the network failed to come on. Undaunted by this unexpected turn of affairs, Major Hale issued his instructions by the watch. Captain Hackett followed them without a hitch by the watch, and the radio plane tuned in at precisely the right time, also by the watch. When the broadcasting system finally came to life, six minutes late, the demonstration had practically been concluded with entire success.

All in all, the performance of the Air Corps looks great in retrospect. And, judging by expressions of the people of Chicago, both orally and in the

newspapers, the Air Corps flew out of the 1930 National Air Races picture, leaving behind a feeling of the greatest good will and the cordial hope that it may return again some time.

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GENERAL PRATT WELCOMED TO DAYTON
By the News Letter Correspondent

August first saw the Materiel Division, Wright Field, under the direction of a new chief - Brigadier-General Harry Conger Pratt. He arrived in Dayton on July 31st from an Hawaiian assignment, a formation of six planes roaring a welcome above as he and Mrs. Pratt stepped from the train. A number of Wright Field officers were on hand to extend greetings, also a number of reporters and photographers to mark the coming as important in their various journals.

It was not General Pratt's introduction to Dayton. He had been here several times, notably as Commander of the Blue Army during the Air Corps Maneuvers almost two years ago. His Air Corps career has also included the commands of Kelly and Mitchel Fields, an assignment as Air Officer of the Eighth Corps Area, Chief of the War Plans Division of the Office of the Chief of the Air Corps and Air Officer of the Hawaiian Department. He appears on the General Staff Corps Eligible List and is a graduate of the Army War College, the General Staff School, the School of the Line and the Bombardment School. He holds the rating of Airplane Pilot.

Broad as General Pratt's experience has been, however, this is the first time he has had the direction of an experimental and engineering station of the scope of Wright Field, and he expressed himself as enthusiastic about forwarding its aims and development to achieve even greater usefulness than it has achieved in the past.

The News Letter Correspondent expressed the hope that General and Mrs. Pratt will find their residence in Dayton both pleasant and successful.

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NAVY FLYERS STUDY ARMAMENT EQUIPMENT AT WRIGHT FIELD

The Air Corps Engineering School at Wright Field, Dayton, Ohio, has three new students in Lieuts. J.B. Sykes, S.B. Moore and W.G. Switzer, U.S. Navy, who are at Wright Field for approximately one month to study methods of armament equipment. These officers completed a two-year post graduate course at Annapolis, and are on a tour of different stations and factories concerned with armament to study the subject further and make observations.

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FIVE ARMY AIRMEN FROM PANAMA VISIT WRIGHT FIELD

Two O2-H Observation planes and one P-12B Pursuit planes from France Field, Panama Canal Zone, recently landed at Wright Field, Dayton, Ohio, Lieut. D.F. Fritch piloting the Pursuit ship and Lieuts. John M. Davies, D.W. Buckman, C.W. Lawrence and A.Y. Smith taking turns at piloting the Observation planes. These airmen were on their way to participate in the Annual Aerial Gunnery and Bombing Matches at Langley Field, Va. They visited friends at Wright Field while their planes were being serviced and then departed for the scene of the Competition to match their skill in hitting targets against the participants from other Air Corps stations.

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NEW COAT OF ARMS FOR THE ELEVENTH SCHOOL GROUP

Brooks Field shortly will display its attractive new Coat of Arms, recently approved for the 11th School Group by the War Department. The insignia, quite distinctive, in the form of a gold shield, bearing blue pile, charged with a winged torch - symbolic of the development of inherent flying ability - will bear also a motto - "Audacia Scientia," meaning "Boldness - Skill," approved at the same time.

The 11th School Group was first organized in 1922-23, and again in 1927, the last organization being the present status of the Group. The newly approved Coat of Arms, however, will be the first in its possession.

V-6075, A.C.

A FRIENDLY SET-TO ON THE PACIFIC COAST

The "Black" sea forces, consisting of the Navy's crack battle fleet, three airplane carriers with their hordes of Pursuit and Attack planes, were attacking San Francisco. All was hurry and bustle at the "Blue" Headquarters, located at Fort Winfield Scott, where the "Blue" air forces and artillery were being directed. Orders were issued at 2:00 p.m. that the 91st Observation Squadron of Crissy Field, with 20 Observation planes, would keep a constant reconnaissance stretching 150 miles North, a like distance South, and as far to sea as safety would permit (about 20 miles) cruising at an altitude of approximately 15,000 feet, keeping on the lookout for "enemy" aircraft and vessels.

At 2:20 p.m., a radio was received from one of the Observation planes that the airplane carriers had been sighted in Monterey Bay, and were discharging their planes. Immediately all of the "Blue" airdromes were vacated as a measure of defense to frustrate their attack, while the Eleventh Bombardment Squadron was dispatched from Mills Field, their temporary base, to find the unprotected fleet and destroy it.

All night the vigil was kept up, planes taking off at one hour intervals. At dawn the Navy planes attacked San Francisco and were met and engaged by the defending planes. It was a never to be forgotten sight to see the early morning sky filled with 200 fighting planes, consisting of every type the Service possesses.

At 11:30, the planes from Crissy Field located the Carriers about 30 miles Northwest of the Farralone Islands, and at 2:00 p.m., the Navy made their last attack.

Peace was then declared and the friendly ships steamed into the harbor.

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JOLIET WELCOMES KANSAS CITY FLYERS

Sunday, September 7th, might well have been Kansas City Day at the Dedication of the new Municipal Airport at Joliet, Ill. It seemed that every five minutes the name "Kansas City" was heard over the splendid loud speaking system that had been installed at the Airport. It was "The Army flyers from Kansas City this", and will "Captain Bill Wright of Kansas City step to the microphone." To listen to the spectators talk one might think that the center of Army flying in the United States was at Kansas City.

The trip from Kansas City, which was made by seven PT type Training planes and one service type, an O-11, was another tribute to the splendid accomplishments of Captain Bill Wright in directing Reserve officer cross-country flying. As a matter of fact, the Reserve Unit at Kansas City is piling up a remarkable record of flying hours that is causing high officials at Washington to take notice.

Saturday morning, September 6th, the formation took off from the Kansas City Airport, led as usual by Captain Wright in his O-11. Not quite two hours later, the ships roared over Kirksville, Mo., bringing hundreds of cars scurrying out from the town. A few hours' holiday was declared so that the populace could come out and see the famous Reserve flying unit from Kansas City.

Another hour and a half of flying brought the Squadron to Monmouth, Ill., where the bunch went on a strike for some grub. The saying is that an army marches on its stomach, and it is certainly true that the Air Corps flies on its food, especially the Kansas City boys. Close to Joliet, on the last leg, some rather thick weather was encountered. This, however, did not daunt the local aces, who poked the noses of their sturdy ships into the muck like veterans, and presently set their ships down on the splendid new Airport at Joliet. A great welcoming roar burst from the throats of the 30,000 people assembled for the dedication exercises as the Kansas City Squadron flew low across the field.

In addition to Captain Wright, the following officers and enlisted men made the trip: Major John P. Beeson, Captain W.P. "Hank" Ford, Captain George N. "Bud" Powell, Lieutenants Homer L. Bredouw, Bob Burtt, Cam Reed, Lynn C. Shepherd, John M. Cross, Robert L. Horsley, David R. Boylan, L.H. Ottofy, Pvts. Allan Smiley, George Young, Clarence M. Parks, Kelsey Chandler.

No one guessed that the Squadron harbored a movie star in its midst until one of the waitresses at the Woodruff Hotel came up to Bredouw, Kansas City's own "Homah," and stated that she had been delegated by some of the other girls to inquire whether or not he hadn't done a lot of daredevil flying for screenland, especially in the "Dawn Patrol." Inasmuch as several of the crowd were at

the table at the time, he had to deny any such pleasant notoriety.

Perhaps encouraged by such optimistic impressions, Bredouw offered to do a couple of loops in a PT without power that afternoon. Captain Wright made the announcement over the microphone and then "Homah" proceeded to do his stuff for the edification of the multitude. On coming down he explained that the stentorian roar that was heard when the PT nosed up for the loop was caused by the prop. Such may have been the case, but anyway the incident caused a heated argument among the boys as to how far a PT would have to be dived without power to loop it.

Joliet may well be proud of its splendid new municipal airport. It is a half mile in each direction and almost as level as a billiard table. There is little doubt that it will get a great amount of through East and West flying where in many cases there will be a tendency to avoid the congested Chicago metropolitan area.

On Sunday, September 7th, in addition to individual exhibitions, the entire squadron flew formation for an hour over the city and the airport. Listening to ground comments the impression was gained that the Army flyers present represented some crack Army unit, so evidently the Reserve boys haven't lost much of their touch. There isn't much danger that they will, either, judging by the amount of flying they are putting in.

The return trip was made by way of Chanute Field, Rantoul, Ill.; Springfield Ill.; and Columbia, Mo. Some really rastipedious (Webster hasn't heard that word) weather was encountered on the last two legs, especially down in the hills along the Illinois and Mississippi rivers. But, thanks to railroad tracks and other such modern aids to cross-country flying, all the ships, although scattered, came through in great shape.

The crack Reserve unit from Kansas City is building up an enviable reputation all through the Middle West. More requests for their participation in air meets and airport dedications are received than can be granted. The large amount of flying done is building up a great measure of confidence in the air, and the prestige of the squadron is developing a fine esprit de corps.

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FRANCE FIELD AIRMAN PERFORMS RESCUE MISSION

Ever since the Army Air Corps was stationed in the Panama Canal Zone, its personnel at various times have performed errands of mercy through the transportation to hospitals either in Colon or Panama of sick or wounded persons from localities in the interior of the Republic far removed from adequate hospitalization facilities.

A recent mission of this nature, and which probably resulted in saving the life of a civilian stricken ill some 200 miles "up country" from France Field, was performed by 2nd Lieut. Donald W. Buckman, Air Corps, in a Douglas O2-H Observation plane. A call for help was received from Tole, Republic de Panama, where Mr. R.R. Benson lay seriously ill awaiting transportation to the Gorgas Hospital at Ancon. The trip was successfully made, and Mr. Benson arrived at the hospital safely.

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FIREFLIES ILLUMINATE SKY OVER CHICAGO

During the National Air Races, recently concluded at Chicago, Ill., Lieuts. Clements McMullen, S.E. Prudhomme and S.R. Harris, Jr., stationed at Wright Field, Dayton, Ohio, put on exhibitionsof night flying with brilliantly lighted planes, such performances having been given several times with marked success in previous air maneuvers. Flying in formation in these night maneuvers, they have won the title of "Fireflies."

The "Fireflies" returned to Wright Field after the night performance on September 1st, leaving Chicago at about 8:30 p.m. They illuminated the planes over the cities and small towns enroute, arousing much interest and comment. They landed at the home field about 11:30 p.m. Messrs. William Penn, L.H. Sibilsky and Joe Brocado, all of Wright Field, accompanied them.

Captain St. Clair Streett, Lieutenants D.L. Bruner, C.L. Ridenour, and H.P. Rush were also authorized visitors to the Air Races as observers and inspectors from Wright Field.

AIRMEN RESCUED BY SUBMARINE CREW

All sorts of strange incidents occur in the adventurous career of airmen. For an air traveler to be rescued by an under water-navigator is a real bit of news. Incidentally, the first air ride of Major Forrest R. Ostrander, Medical Department, stationed at the Gorgas Hospital in the Panama Canal Zone, was not exactly a pleasant experience, for it also marked the first crash in which he was a participant. Major Ostrander may smile at the incident now, but at the time it happened it seemed wrought with more tragedy than comedy. A Douglas O-2, a dead engine, nothing but water below and, luckily, a submarine cruising nearby were the main factors which played important parts in his experience.

Lieut. James H. Bevans, Air Corps, took off from France Field with Major Ostrander as a passenger. While over the bay off Coco Solo, the engine went dead and resisted all efforts to start it. Realizing that land could not be reached, Lieut. Bevans put the plane down as close as possible to a U.S. Submarine which was cruising near the breakwater. No injuries were received by either Major Ostrander or Lieut. Bevans, and a rope thrown from the submarine was all that was needed to complete the rescue, although the plane went to the bottom. After changing into dry clothing, both passenger and pilot hopped off for a second and more successful trip.

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HIGH ALTITUDE AND BLIND FLYING

Major H. F. Pierce, a Reserve officer in the Medical Corps, who is on active duty at Brooks Field, San Antonio, Texas, in the School of Aviation Medicine, recently visited Kelly Field and made a blind flight with Lieut. L. J. Carr. After the flight he said:

"The time will come when student aviators will be taught instrument flying immediately after they are taught to take off and land, so that they can find their way safely back to their field if they are ever caught in a fog or other unfavorable conditions."

Major Pierce is an associate professor at Johns Hopkins University and has specialized in a study of the physiological aspects of flying since 1917.

At the instigation of the School of Aviation Medicine, and under the direction of Major Pierce, an altitude flight was made at Kelly Field on August 29th without oxygen and one on the following day with oxygen, in order to determine the effect of altitude upon personnel. Lieut. O.P.Weyland was the pilot and Lieut. C.I. Ferris the observer in both flights. In these flights they reached an altitude of 18,000 feet in one hour and 35 minutes, and remained at that altitude for one hour. During this time the Observer performed certain experiments and recorded their effect upon himself. The descent was made in ten minutes. The School of Aviation Medicine is studying the results.

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BOSTON AVIATORS BID FAREWELL TO CAPTAIN FORD AND LIEUT. GEER

Reserve officers and a number of officers from the Massachusetts National Guard unit participated in a farewell dinner to Captain Christopher W. Ford and Lieut. George R. Geer, on the evening of August 28th. Both of these officers, who received orders assigning them to duty in Texas, have won wide popularity amongst the flying personnel of the First Corps Area, and their transfers are the occasion of much regret at the Boston Airport.

Captain Ford in particular, because of the length of his stay in Boston and on account of the number of executive positions which he has held during this stay, has established many close acquaintances. The local Reserve personnel feel that he has accomplished wonders in furthering their interests, and that the excellent cooperation which he has received from Lieut. Geer during the latter's all too brief stay in Boston, has resulted in a standard of efficiency which is to be highly commended.

During the course of the dinner, Captain George W. McEntire and Major Claude U. Cummings represented the Regular Army personnel in extending farewell to "Chris." and "Dick." As a token of the regard in which these two officers are held, gifts were presented from the Reserve officers and the

National Guard group.

General Preston Brown participated in the evening's activities by sending his greetings from Washington, and confirmed by the character of his remarks the judgment of the local officers as to the excellence of the work which Captain Ford has done, especially during his command of the Boston Airport.

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TEXAS NATIONAL GUARD FLYERS SPEND TWO WEEKS IN CAMP

The 36th Division Aviation, Texas National Guard, composed of the 111th Observation Squadron, 111th Photo Section and the Medical Department Detachment, with a strength of 18 officers and 71 enlisted men, went into camp on August 2nd at Camp Palacios, Texas, for the Annual Field Training period. This camp, one of the best located and equipped of any of the National Guard camps, is located about 100 miles southeast of Houston, Texas, on Tres Palacios Bay, near the town of Palacios. Facilities are available there for the training of all the units of the 36th Division at one time, permitting maneuvers of all arms in cooperation.

The nine planes of this organization, five O2-H's, one BT-1, two O-17's, one PT-1 and one Regular Army ship, were flown to the camp by the pilots to which they were assigned, carrying with them all of the officer personnel except one in charge of the Squadron enlisted personnel which were transported to the camp by rail.

Through the efforts of Major Walter H. Reid, the Squadron Commander, the quarters of the Squadron were made about as comfortable as could be possible under field conditions. A permanent wooden office building has been provided, storerooms, officers' mess building, enlisted mess, toilets, showers, and concrete flooring throughout not only for buildings but for all tents for officers and enlisted men.

Operations during the camp period started with formation flying during the first day to familiarize all pilots with the surrounding country. As soon as this was completed, a schedule of intensive training in the various phases of observation aviation was put into effect. All pilots completed practice and record courses in gunnery and obtained practice in the use of rear guns. Observers were required to complete courses in the use of flexible guns. Quite a satisfactory number of both pilots and observers were found to be proficient in this work.

While the gunnery courses were being carried on, the 111th Photo Section, under the command of 1st Lieut. Joe O. Edge, prepared a mosaic map of the terrain north of the camp site, embracing an area of approximately thirty square miles. This map was used in the Division maneuvers which occupied the last week of training and in which the Squadron as a whole carried out Infantry liaison, artillery observation, command and night reconnaissance missions in cooperation with troops of the Division. Night flying, both formation and bombing, was carried out each night of the camp except those set aside for classes. Operations were under the supervision of Captain William K. Ennis.

A total of approximately 350 flying hours was accumulated, a large part of which was night flying. Nine pilots underwent this training, seven of whom were qualified to fly service type ships.

During the camp, the Lone Star State National Guard airmen had the pleasure of being visited by Major-General William G. Everson, Chief of the Militia Bureau. Captain Ennis, piloting the BT-1, picked the General up at Biloxi, Miss., at 7:15 a.m., August 11th, and proceeded directly to Palacios, arriving at 12:30 noon. A stop was made at Houston enroute. General Everson reviewed the Division in the afternoon, and at 6:30 a.m. the following day left Palacios for Little Rock, Ark., Lieut. Showalter piloting the BT-1.

August 16th finally rolled around, and the war was over for another year. Everything was packed up, the enlisted personnel loaded on the train and the ships warmed up for the return to Houston. At 2:30 p.m., the train pulled out, followed immediately by the ten ships.

Upon their return to Houston the men were pleasantly surprised to hear that the 36th Division Aviation had won second place in a contest held within the Division, based on the final rating received during the Annual Armory Inspection of 1930 (Federal). As a result of this rating the aviation unit was awarded a prize given by the Adjutant General of Texas, consisting of 68 steel lockers. These lockers have been received and are already in service.

DISTINGUISHED FLYING CROSSES AWARDED AIR CORPS PERSONNEL

Announcement has just been made by the War Department of the award of Distinguished Flying Crosses to Captain Ulysses G. Jones, 1st Lieutenant Walter T. Meyer, 2nd Lieutenant Edwin W. Rawlings and Staff Sergeant Robert F. Summers, Air Corps, for heroism while participating in an aerial flight from Luke Field, Territory of Hawaii, to Hilo, Island of Hawaii, on May 14, 1930.

The circumstances connected with the above flight, which led the War Department to thus recognize the meritorious conduct of these four men, are described in a communication received from Lieut. Meyer, who was on duty as radio operator on this occasion, and which reads as follows:

"On the morning of Wednesday, May 14, 1930, I was a member of an Inter-Island Flight from Luke Field, Oahu, T.H., to Hilo, Hawaii. This flight was composed of nine DH planes, four Keystone LB-5A Bombers and three Loening Amphibian planes. The planes departed from Luke Field at 8:30 a.m. I was in the leading Amphibian plane as radio operator of the flight, with Lieut. U.G. Jones, piloting. Lieut. Lowe, piloting one of the Amphibian planes, was equipped for photographic work, and was to take pictures of the Airport on Maui and Upolu Point. In addition to this flight, there was a flight of 24 Pursuit planes from Wheeler Field, escorted by the Fokker Transport. There were also two Navy PD Patrol planes which were to guard the channel and act as rescue planes in case of forced landing in the water.

As the flight departed from the Island of Oahu, the nine DH's kept overland to Makupuu Point, thence directly across the channel to Molokai, along the shore of Molokai and across to Maui. They were apparently making better time than the Bombers. Our instructions in the Amphibian flight were to guide on the Bombers. Lieut. Lowe was to take pictures on Maui and at Upolu Point. We were to circle about over him. The flight of four LB-5A Bombers flew a straight course towards Upolu Point, passing slightly to the west of the Island of Lanai and Kahoolawe.

As Radio Officer of the flight, it was my duty, as on all previous flights, to report our position every ten minutes to Luke Field, using the Naval Operations Chart. I was working Luke Field on a frequency of 750 kilocycles. The Fokker Transport plane, escorting the Pursuit planes, also worked on the same frequency. We operated as a controlled net, Luke Field calling the Amphibian plane and the Fokker alternately, the Fokker on the even ten minutes and the Amphibian plane on the odd ten minutes. The Navy PD-1 Patrol planes were working the Naval Air Station on a frequency of 545 kilocycles.

As we passed over the Island of Lanai, at an altitude of approximately 6,000 feet, Lieut. Lowe left our formation and headed towards Maui, to take his pictures. The Bombing planes were on our right to the west of us. We passed over the southwestern point of Kahoolawe at about 11:00 a.m. At this time the operator at Luke Field informed me that the formation of 24 Pursuit planes and the Fokker had landed safely on Maui. The formation of nine DH planes were so far ahead of us that they had disappeared out of sight, near Upolu Point. The two Navy Patrol planes were escorting the DH's and were also out of sight. We stayed near the Bombers.

As we passed over Kahoolawe, the Bombers passed over us and were to our left and slightly to the rear of us. I gave our position report at 11:05 a.m., as position 9421. I then took my amateur movie camera and took a picture of Lieut. Rawlings' Amphibian plane flying in formation with us on our left, the four Bombing planes appearing in the background. I then signalled Lieut. Rawlings to move up directly off our left wing and took another picture of his plane with Haleakala in the background. I then put my camera away in its case and looked up on my map to figure what our position would be when I would give our report, at 11:15 a.m. While I was looking at the map and I had figured that we would be at position 9430 in approximately five minutes, Lieut. Jones banked the ship sharply to the left, signalled with his left arm and yelled "look there." Thinking there was something wrong with Lieut. Rawlings' plane, I looked in that direction and back of us and to the left and about our same level, which was approximately 4500 feet, I saw three parachutes deployed in the air all in a line, one slightly below the others. Beyond them I saw the last plane of the LB-5A formation, which had been flying a diamond formation, going straight down in a vertical nose dive. The other three planes in a "T" formation continued straight on. They apparently at this time had not noticed that the last plane had fallen out of their formation. When I noticed the three parachutes in

the air and looked towards the Bomber, I saw a parachute open out from the rear cockpit of the Bomber and go back towards the tail group where it seemed to tangle and collapse.

During this time we were spiralling around the three parachutes in the air. I had switched my radio set on to "transmit" and was sending out S.O.S. After sending S.O.S. about six or eight times, I sent the following message:

"Bomber plane falling into the sea, three men jumped in chutes position 9430 we G.L. (going to land) V.A." (end of communication)

I then started reeling in the antennae, all the while keeping my eyes on these three parachutes. At about this time, or when I finished sending my message, I heard the crash of the plane hit the water. While spiralling around the parachutes, we passed over this spot once. I noticed a few bits of wreckage on the surface of the water, which appeared to be boiling and bubbling like a kettle of water with oil mixed in with it. This spot was approximately 500 feet in diameter. It appeared to be just a greasy spot on the surface of the ocean.

Lieut. Rawlings landed his Amphibian plane just ahead of us, alongside of Lieut. Boyd, but drifted away from him. We landed shortly to the lee of the men and crossways to the wind and parallel to the waves. We hit the top of one wave and bounced about twenty feet in the air where we stalled and pancaked down onto the top of another wave. We then bounced off of it onto the forward slope of the next wave, where we stayed and plowed through the top of the wave, a sheet of spray coming over the cowling and drenching us. Prior to the landing, I had unfastened my belt and taken off my parachute and was standing up in the rear cockpit, holding to the cowling. I consider that Lieut. Jones made an excellent landing, such as it was. No man could make a decent landing in that rough sea and I thought we were very fortunate that we didn't crack up when we landed.

I saw a man slightly in front of us and off our right wing, whom I later knew to be Sergeant Alexander. I climbed out of the cockpit and onto the right lower wing and worked my way out to the tip of the wing, where kneeling down and hooking my left leg around the strut where it joins with the wing, I reached out my right hand, grabbed Sergeant Alexander by the wrist and pulled him towards me. He seemed to be all in and helpless. I put his hand around the base of the strut and got his right leg up on the leading edge of the wing. Then with both hands I grabbed hold of his parachute harness on his back and tried to pull him up on the wing with me, but due to the roughness of the sea and the weight of his tangled parachute I was not able to do it.

I yelled for Lieut. Jones to come out on the wing and give me a lift. He told me that he could not leave the controls of the plane, and it is fortunate he did not, because without anyone to control the plane and the weight of the three of us on the one wing I believe we would have turned over. Lieut. Jones extended to me his open pocket knife and told me to cut the parachute away from Sergeant Alexander. I grabbed some of the parachute and wrapped it around the end of the wing to keep him from drifting away, while I went back to the cockpit to get Lieut. Jones' knife. As I got back to the fuselage I saw Lieut. Boyd drifting towards us on the other side of the plane, off the left wing. Due to the weight of Sergeant Alexander on the right wing tip, the left wing of the plane was sticking up in the air above the surface of the water. I endeavored to get out onto the left wing to weigh it down and, if possible, give Lieut. Boyd a hand, but I could not work fast enough and he drifted by under the left wing. I saw him raise his arm and grab for the left wing pontoon and just miss it. When he did so, Lieut. Jones kicked the rudder of the plane around so that Lieut. Boyd might have a chance to grab the tail, but as he did so the nose went down, the tail up and Lieut. Boyd missed it. Also at this time, probably due to the quick jerk on the rudder of the plane, Sergeant Alexander's chute became unfastened from the right wing and he drifted astern of us.

During this time that we were in the water attempting to rescue these men, the other three LB-5A Bombers were circling overhead. My S.O.S. calls for help were received by the Luke Field radio station, relayed by telephone to the Naval Air Station, and that station called the Navy patrol planes which were down near Upolu Point and told them to get back to 9430, as a plane had landed in the water there. At the time that Sergeant Alexander drifted away from us, which was approximately 15 minutes from the time I sent out the S.O.S. call, I saw one of the Navy PD planes come in and land about 500 yards southeast of us.

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Standing up in the rear cockpit, I was able to see them taxi towards these men in the water and hoped that they would be able to pick them up, as both of the Amphibian planes had been unable to do so. I saw a man standing up in the center section of this Navy plane directing the rescue work. The Navy pilot made two complete turns, one to the right and then one to the left by using his motors. These motors were of the radial air-cooled type and stood high out of the water, where they were not affected by the spray. I marvelled at the ability of the plane to maneuver in such a rough sea. When we landed, the shower of water that we got over our plane caused the right bank of our motor to cut out. We then headed the plane into the wind and waves in a northeasterly direction and started to taxi towards the direction of Maui, but after about a half hour, our motor cut out completely, due to the water getting into the distributor head, carburetor and generator, which are slightly above the water line in an inverted Liberty motor. If we had had a radial air-cooled engine, I believe that we would have been able to taxi very slowly into the lee of the Island of Maui. As it was, with a dead motor we started drifting southwest with our plane headed in an easterly direction.

Lieut. Jones had to handle the controls as if we were flying, using his rudder and elevator to keep the plane headed into the wind. The aileron control had to be worked the reverse of what they are in the air, the same as taxying a plane on the ground. At about 1:00 o'clock in the afternoon, the plane that had been circling overhead had left us. The Navy PD plane that had landed in the water, had taxied in the direction of Maui and was out of sight at this time. We felt confident, however, that other planes would be out for us in a short time and that we would be picked up by the middle of the afternoon.

At 3:00 o'clock in the afternoon, three Navy Patrol planes appeared near us. I fired a Very pistol rocket and then they came over us and one plane dropped out of formation and started circling us, while the other two planes went on to the northwest. We could see them circling up there and had visions of boats coming towards us from all directions. We thought this plane above us was circling to mark our position, so that boats could guide on them in coming towards us. When the sun went down and it started to get dark, this one plane flew over us and the pilot jazzed his motor. I fired another Very pistol rocket to let him know we were still there. It was so dark that he could not see us and he had his navigation lights on. He then left us and flew northeast in the direction of Maui.

At this time our hopes of being saved were very small and we realized then that we would have to ride it out all night and possibly an hour or two after daylight before being rescued, if our plane held together. I inspected the hull every half hour to see whether or not any of the seams had opened and if the plane was leaking. I threw everything overboard that was of no use to us or in rescue work, such as canvas cockpit and propeller cover, iron screw pickets after taking the ropes off, parachutes, etc. We had two canteens of water and two cans of emergency rations, also two Very pistols and about thirty cartridges, ten each of red, white and green. Only about one-third of these cartridges were any good, due to dampness. From the time we landed until rescue, we only consumed about two-thirds of one canteen of water. We did not touch the emergency rations as we thought we might need them later on if we were not picked up during the night.

Between the time the sun went down and 9:00 o'clock was our hardest time. Shortly after dark, a rain squall came up, the sea appeared to get rougher and it was pitch dark. We could not see the waves coming at us, and therefore Lt. Jones had difficulty in holding the plane into the waves. Occasionally, we could see the phosphorous from the white caps on the water. When the moon came up at nine o'clock and the clouds drifted away, our spirits rose, because we knew that we would have the moonlight for the remainder of the night. We kept the ship headed east, by observing the Dipper, North Star and the Southern Cross, as well as a bright star in the east. Several times during the night we thought we saw a light, only to find out that it was either phosphorous on the water or bright stars down near the horizon. At midnight, I saw a light on the northeastern horizon and there was no mistaking it. The stars and phosphorous were all of a silver color light, while this light that I saw was more of a dull or yellow color. I watched it for several minutes and saw it appear above the waves about three times before I told Lieut. Jones. After about three attempts, I was able to fire a Very pistol rocket. It then took me almost ten minutes before I could fire a second one, which was green. It was answered almost immediately by a green rocket from the direction of the light.

I then fired another, which was in answer to their rocket and a white one, and continued firing rockets every ten minutes from that time until a boat got near enough to get its searchlight on us. I first sighted the light at exactly midnight, and it was 1:00 o'clock when the boat crossed our bow from left to right. As it drew near us I recognized it as the U.S.S. PELICAN, the Naval Aircraft Tender from the Naval Air Station at Pearl Harbor. I told Lieut. Jones that we were saved, as there was not a better boat in these waters to pick us up than the PELICAN. It is their job, they are trained in the work, have the necessary equipment, and know how to go about it.

When the boat crossed our bow, they yelled to us and asked if we had slings aboard. Lieut. Jones answered in the negative. They said: "All right, stand by for a line and we will send you one." The only thing we could understand them to say was a line. The boat turned around and was approaching us from our right, and as they crossed over in front of us they threw us a line. I was standing up on the steps in the rear cockpit, looking at the boat and shading my eyes with my hand, as I was blinded by the glare of their searchlight. The rope that they threw at us was a very light one, like a sash cord, with a lead weight about the size of a lemon on the end of it. This weight crashed through the top of the right wing, about three feet in front of my face, going through the wing. The rope then began to tear the fabric towards the leading edge. I scrambled out of the cockpit onto the top wing on my stomach and worked my way out on the wing and got hold of the rope and started pulling it. All this time we were coming closer to the side of the PELICAN.

As we got near the side of it, Lieut. Jones, thinking that I was getting off the top wing, left his cockpit, walked out on the lower right wing to the tip of the wing, stuck out his hand, got hold of a man's hand on the PELICAN, and stepped onto the deck without even getting his feet wet. At this time, when the plane banged against the side of the ship, the sailors were trying to ward the plane off with long poles, with a soft padding on the end. They yelled to me to get back, fearing that the right wing would crumble and throw me into the sea. I worked my way to the center section where I found I was turned and quite a ways astern of the PELICAN. I dropped down into the pilot's cockpit, got hold of the controls of the plane and headed her into the wind, as it had been riding crossways with the waves. The PELICAN then maneuvered around and approached me again from my right side and threw another line to me. This line passed diagonally across the center section from the right rear to the left front in an excellent position for me to get hold of it above my head. I pulled in on this line and found two one-inch ropes on the end of it. Wrapping these one-inch ropes around my right arm, I climbed out of the cockpit, up onto the center section and, lying on my stomach, stuck these ropes down under the leading edge of the top wing and around the two forward center-section struts, where I tied them securely. I then slid back into the cockpit and found that while I was not controlling the plane that the two ropes had fouled around the tail skid. The PELICAN was then headed into the wind and had me pulled tail end too into the wind. When the waves hit me, the nose went down and the tail up. I kicked the rudder hard over, which disengaged the ropes from around the tail skid. The plane jerked around so quickly that these ropes fouled on the trailing edge of the top right wing and began to crumble up the wing.

They were fouled between the top right aileron and wing section. I yelled to the men on the boat to give me slack on one of these lines, which they did. I then crawled out on the top right wing, disentangled the slack rope, carried it forward with me down to the side of the motor and, working my way forward onto the bow of the plane by holding onto the blade of the propeller with my left hand, I fastened this rope around the cleat on the bow of the plane. I then told them to take up on that rope and give me slack on the other. I climbed back onto the wing, got this other rope and, working my way forward again, I fastened it also onto the cleat on the bow of the plane. We then had the plane nose end to and pulled in to about twenty feet of the leeward side of the stern of the PELICAN. They then told me to stand fast, that they would throw me another line and send out a heavy tow rope, which I was to make fast somewhere around the motor, and then they would take me off. After five attempts they succeeded in throwing a line which I caught. I pulled it in towards me and found a heavy four-inch hemp rope with a large iron U bolt on the end of it. This bolt must have weighed 35 or 40 pounds. I tried for 20 minutes to get this rope up around the hub of the propeller, but was unsuccessful, due to

its heavy weight and dropped it. I then told them that it was too heavy for me, that I could not handle it and to take me off before I gave out or was washed off. They pulled the bow of the plane in close to the side of the PELICAN and threw me a soft Manila rope with a noose on the end of it, which I put around my body under my arms and tightened it up.

Then as the PELICAN rolled over and the deck became awash, the bow of the plane near the rail of the PELICAN, they yelled for me to jump. I dived head first and struck on the rail, on my stomach. Three men were pulling on this rope around me and two men got hold of each of my arms. They gave another pull and I landed on a coil of rope in the middle of the after deck of the PELICAN. This was just an hour after Lieut. Jones got off and fifteen hours from the time we landed in the water the previous morning."

In the citation accompanying the award of the Distinguished Flying Cross to Lieut. Edwin W. Rawlings, it is stated that at the time of the accident to the Bombing plane which caused three of its occupants to take to their parachutes and throughout the day a very strong wind was blowing, whipping up the waves to a dangerous height. With disregard for his own personal safety, Lieut. Rawlings landed his plane in close proximity to the men in the water in an attempt to effect their rescue, but owing to the high wind and waves, and a missing motor, he was unable to maneuver his plane after landing. However, by his prompt action the crew of a Navy flying boat was able to see the men in the water and effect their rescue. Lieut. Rawlings and his mechanic, Staff Sergeant Robert F. Summers, were not rescued from their plane until about 7:00 p.m. that day, having landed on the water shortly after 11:00 o'clock that morning when the accident occurred.

In the case of Sergeant Summers, the citation states, among other things - "After his pilot had landed his plane in an attempt to rescue the crew, Sgt. Summers worked tirelessly on the motor, which was missing badly, attempting to keep it going so that the plane could be maneuvered to the vicinity of the personnel in the water. Although unsuccessful in their attempt to effect the rescue, by their landing in close proximity to the men in the water, the crew of a Navy flying boat was able to see the men and effect their rescue."

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FIRST LIEUTENANT RETIRES FOR AGE

An order was recently issued by the Chief of the Air Corps placing a First Lieutenant on the retirement list by virtue of reaching 64, the statutory age for compulsory retirement. Thus has come to pass a situation which has always been treated in a jesting manner whenever the promotion question came up for discussion among Army Air Corps personnel. Such a contingency was referred to by some half jokingly, by others half sincere and by still others in a sort of prophetical vein, based on the fact that, due to their position as a body far down on the promotion list among officers of other branches of the service with less service than they, some of the Air Corps first lieutenants would never reach a higher grade before retirement.

Happily, however, the First Lieutenant who retired in that grade on reaching the age limit for active duty was a member of the Air Corps Reserve. Nevertheless, this bit of news caused many furrowed brows among Regular Army flyers and sober reflection on what the future holds for them in the matter of rank when the ultimate order comes for them to proceed to their home to await retirement.

The Reservist, whose name has been withheld, was retired to the Auxiliary Reserve Corps, but still with the rank of First Lieutenant.

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IN MEMORIAM

By Mitchel Field Correspondent

The death of Lieut. William A. Harbold on September 1st was a sad shock to Mitchel Field. Officers and enlisted men alike will miss this modest and good natured comrade. We feel that there is little we can write about him, for his excellent qualities are too well known to us all. Descended from the Kentucky pioneers, he gave his life in a manner worthy of their gallant line. And we join in a last salute to one more brave heart who gave his life in the progress of our country.

A POSER FOR THE COURT

The following little episode occurred at a Special Courts-Martial trial at March Field, Riverside, Calif., recently:

Private X was being tried for being asleep on post. Lieut. H, the Officer of the Day at the time of the alleged occurrence, was the accuser. It was brought out that when Lieut. H made his inspection at about daylight he found Private X sitting down and apparently asleep.

The accused took the stand in his own behalf and strongly denied that he had been asleep. His post at the time was the sentry box at the main gate. He claimed that he was sitting down on the seat provided for him when Lieut. H approached. It was just dawn and he saw Lieut. H. approach the sentry box in his large sedan. He recognized him but made no effort to get up and render him the proper military courtesies. All of this he admitted.

When asked by a member of the court if he knew his Eleventh General Order, he said - "Yes. To salute all officers and all standards and colors not cased." This was correct, and the member then asked him why he did not carry it out because he admitted that he recognized Lieut. H; that why did he not come to attention and salute him as he should have.

To this Private X replied: "Sir, the Eleventh General Order specifically states that you are to salute all officers and colors and standards not cased and, therefore, I could see no reason why I should have jumped to attention and saluted Lieut. H when he drew up to my post. Lieut. H was cased, in that he was enclosed in a big sedan."

The members of the court were undetermined as to whether the accused was the dumbest individual in the world or one with a very clever analytical mind.

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ARMY AND NAVY MANEUVER ON PACIFIC COAST

The Army and Navy maneuver on the Pacific Coast started at 2:00 o'clock on the afternoon of August 14th. The Air Corps complement consisted of the 13 planes at Crissy Field, Presidio of San Francisco, Calif., and the Seventh Bombardment Group at Rockwell Field, Coronado, Calif. A temporary base was made at Mills Field, San Francisco, for the period of the maneuver. The 91st Observation Squadron at Crissy Field was on constant reconnaissance work during the entire maneuver, sending out regular patrols at one-hour intervals for the 48 hours which constituted the length thereof.

Major Harvey S. Burwell, in charge of the Air Corps during the maneuver, was very well satisfied with the showing made by the Army against the Navy in the face of such tremendous odds. The News Letter Correspondent states: "We all feel that if it had been actual warfare that an invading force with airplane carriers would not have had a chance."

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FISH STORIES - BELIEVE THEM OR NOT.

Lieut. Harvey Prosser, Air Corps, who took temporary command of Crissy Field, Presidio of San Francisco, Calif., during the absence of Captain Walter F. Kraus on sick leave, recently returned from an extended trip through the Northwest, where he was in charge of cooperative missions carried on with different Army posts in that section of the United States. He was detained a few days in a small field just north of Missoula, Montana, where it is reported a slight accident occurred to the airplane he was piloting. During the period he was forced to stay in this secluded part of the country, he indulged in the pasttime of fishing and took several hundred pounds of trout from one of the nearby streams.

Mitchel Field in particular might well take cognizance of the Fishermen's Paradise in the wide and open spaces of the Great Northwest for, according to tales received regarding the prowess of its fishermen, the finny tribe in the eastern waters are either scarce or else too well fed to be tempted by sundry bait. A few days ago the gun and rod member of the Entertainment Committee of the Officers' Club decided to go catch some fish and help reduce the food bill of the married officers of the post. The day arrived, and bright and early our expert set out with the best of fishing tackle and the largest of bags in which to carry home his catch. He fished for a while without success. A

change of bait was no help. Spoons, minnows and hooks of all sizes and description were used at one time or another during the day. Night fell but, with enviable patience, our fisherman hopefully carried on. It was not until the early hours of the morning that he finally gave up, exhausted, sunburned, seasick, and but one fish, about four inches long, to his credit. Some cynical soul claims that the fish was bought on the way back, but we are not inclined to agree with him.

Another story from Mitchel Field goes under the caption of "Mulligan's Whale." Jerry was standing on a rock far out in the waters off the coast of Maine, hauling, according to his account, fish after fish out of the briny deep with monotonous regularity. His catch was numerically large, but individually small, so he was not prepared for the gradually growing strain that developed in alarming proportions on his line. Jerry braced himself on the reverse side of his rock as the rod bent double under the pull. Perspiration stood out on his brow; he feared to be dragged out to sea by that monster on his line. Then came sudden victory! The strain relaxed and Jerry tumbled backward from the rock and into the sea with a mighty splash. Soaked, but flushed with victory, he clambered back to view his prize. It was a full six inches long. Jerry has a series of gashes from knee to ankle and a shrunken suit to prove the story.

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UNFORTUNATE AIRPLANE ACCIDENT IN HAWAII

On August 11th, while piloting a Loening Amphibian in a training formation flight with Staff Sergeant Ralph O. Mills as crew chief, Lieut. Ivan M. Atterbury crashed from an altitude of 900 feet after going into a spin. The plane landed 10 feet from the shore line in front of the officers' quarters at Luke Field and caught fire immediately. Both occupants were burned beyond recognition.

Lieut. Atterbury was born at Roseburg, Oregon. Upon graduation from high school, he attended the University of Southern California in the 1923-1924 class, studying Pharmacy. In 1924-25, he attended the Oregon State College, studying Civil Engineering, but did not graduate, and in the same year - 1925 - left college to work as a general contractor. He continued work as contractor from 1925 to 1928, and on March 1st of the following year he received appointment as Flying Cadet. He successfully completed the courses at the Primary and Advanced Flying Schools, graduated March 1, 1930, rated Airplane Pilot and Airplane Observer, and commissioned a 2nd Lieutenant in the Air Corps Reserve. Being placed on active duty for one year under his reserve commission, Lieut. Atterbury was assigned to the Hawaiian Department, and arrived at Luke Field on March 27, 1930. While serving at this station he was, on June 6, 1930, commissioned a 2nd Lieutenant in the Air Corps, Regular Army. He had flown PT-3, DH, O2-A, B, C, K, and Loening Amphibian types of airplanes during his service as Flying Cadet and as an officer. His home prior to entering the military service was Route #1, Box #7, Roseburg, Oregon.

Lieut. Atterbury's untimely death is keenly felt by his comrades in the service, and the Army has lost a promising young officer.

Staff Sergeant Ralph O. Mills was born November 20, 1904. His home address prior to entering the service was 107 East Elm, St. Saborus, Illinois. He arrived in the Hawaiian Department on March 2, 1928, from Selfridge Field, Mich., where he served with the 17th Pursuit Squadron. At Luke Field he served with the 4th Observation Squadron to the date of his unfortunate death. Sergeant Mills was discharged as a Sergeant on his first enlistment in the Army Air Corps with character "Excellent," on February 12, 1925, and as Staff Sergeant from his second enlistment on February 19, 1928. He was single. His loss is keenly felt by those who knew him.

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TOUGH SLEDDING AT PRIMARY FLYING SCHOOL

The July 1st Class of the Primary Flying School at Brooks Field, San Antonio, Texas, started off with a total of 137 students, comprising 13 officers from the Regular Army, two foreign students from Guatemala, one noncommissioned officer, six experimental cadets, 26 Cadets from the Army and 89 Cadets from civil life. Of this number 40 have already been recommended for elimination, 36 of them because of the lack of flying ability.

THE DEMOCRATIC SPIRIT IN THE ARMY

"Democracy is the key-note of our Government and it certainly exists in the local Flying Cadet Detachment," says the News Letter Correspondent from March Field, Riverside, Calif. He then goes on to say that one certain afternoon, during the recent enrollment of the present lower class at the Primary Flying School, a Packard Eight Sedan drove up in front of the Cadet Detachment. A fine looking young man with his mother was sitting in the rear seat with a dusky chauffeur driving.

The cahuffeur got out and ran around to the door, grabbed a bag of golf clubs and two Gladstone bags, while the youth kissed his mother and slowly followed the chauffeur with his baggage up the walk to the Orderly Room door. At the time watching the procedure was an upper-classman with the chevrons of a Sergeant on his sleeves. He walked out to meet the new "Dodo" and in a loud and stern voice said: "Say, Mister, from now on you carry your own equipment." The chauffeur, with big eyes and open mouth, dropped the luggage and the youth picked it up. The upper-classman then doubled time the new boy with all his baggage across a well watered lawn to the Orderly Room. The chauffeur returned to the car, the fond mother returned her lorgnette to her bag and looked away. in disgust while the car was turned and quickly sped away.

The youth is still with us and he has taken his discipline and likes it. They say he has the makings of a fine officer.

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GENERAL LAHM RETURNS TO FAMILIAR SURROUNDINGS

Brigadier-General Frank P. Lahm, who resumed his former rank of Lieutenant-Colonel, recently returned to his former station at the Presidio of San Francisco, California, as Air Officer of the 9th Corps Area, a position which he held prior to his temporary appointment as Brigadier-General and Assistant Chief of Air Corps. In that capacity he organized the great Air Corps Training Center at Duncan Field, San Antonio, Texas.

Few men have rendered longer or more consistently constructive service to aviation than Frank P. Lahm. He was soloed by Wilbur Wright, flew with Orville Wright in 1908, and was the first officer of any army to fly. He has since had varied experience with both heavier-than-air and lighter-than-air craft. In England and France and on the western front he rendered distinguished service in the World War. Since the war his contributions to the advancement of heavier-than-air aviation have been equally meritorious.

General Lahm's reassignment to the Ninth Corps Area is said by officials to be significant of the importance attached to the Air Corps development program which has commenced on the Pacific Coast.

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AIR CORPS TO MAP OLYMPIA PENINSULA

The 15th Photo Section at Crissy Field, Presidio of San Francisco, Calif., has been detailed to map an area of 1800 square miles on the Olympia Peninsula in Washington. The project is in command of Lieut. E.B. Bobzien, with Sergeant Stockwell as photographer.

A new photographic plane is to be used on this project, having been built for the Army by the Fairchild Company. With supercharger equipment on the "Wasp" motor, the plane has a service ceiling of 20,500 feet. Oxygen tanks are carried for altitude work. Special navigation instruments are carried in the cabin, and there is space for two cameras with all accessories and room for two men.

The camera being used on the present project is a Bagley multi-lens, having four lenses that operate simultaneously, photographing an area of 18 square miles at 15,000 feet with a single exposure. This new equipment makes possible a more accurate survey than is possible on the ground at less expense and an enormous saving of time.

From the photographic prints it is possible for engineers to compile practically all of the necessary data for making topographical maps with virtually no ground work, even to placing of contours to as close as a ten foot interval.

FERRYING PLANES BETWEEN THE U.S. AND PANAMA

Having definitely established the practicability of ferrying military airplanes between stations in the United States and the Panama Canal Zone, with resultant saving in time, as well as expense involved in crating and shipping them by other means of transportation, the Army Air Corps is now making a regular practice of transferring airplanes to and from that Insular possession under their own power. A most recent case in point is the flight of four PW-9C Pursuit airplanes, under the command of Captain Louis N. Eller, Air Corps, which took off from France Field, Panama Canal Zone, at 6:25 a.m., September 1st, enroute to the Repair Depot at Duncan Field, San Antonio, Texas, and arrived at destination five days later. On this flight the four airmen passed over Costa Rica, Nicaragua, Honduras, Salvador, Guatemala and Mexico. At the San Antonio Air Depot these planes will be overhauled and shipped to other Air Corps activities, France Field having already been furnished a more modern type of Pursuit plane. The Army pilots returned to their home station by rail and boat.

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A QUESTION ABOUT THE "QUESTION MARKS."

The use of the name "Question Mark," spelled "?" by the French trans-Atlantic flyers, Coste and Bellonte, has caused considerable confusion among that class of laymen who follow aviation events only so far down as the headlines.

The original "?" of fame was the tri-motored Fokker, used by Army Air Corps flyers in the first real endurance refueling flight on the West Coast the first week in January, 1929. The personnel of that flight were Major Carl Spatz, Captain Ira C. Eaker, Lieuts. H.A. Halverson and Elwood R. Quesada, and Sergeant Roy Hooe. This flight established a record of 150 hours, 40 minutes and 14 seconds in the air. The record was short lived, however, and the present one, established August 17, 1930, at Lambert Field, St. Louis, Mo., by Dale Jackson and Forest O'Brine, is 647 hours, 28 minutes and 30 seconds. Nevertheless, the flight of the "Question Mark" did set the pace, and was the means of pointing out that, through good organization, continuous good weather and skillful piloting, the actual mechanical endurance of an airplane and its engine or engines could be tested actually in the air and not necessarily on the test block alone.

The present famous "?" is a Breguet sesquiplane, and was flown from Paris, France, to the Curtiss-Wright Field at Valley Stream, Long Island, New York, by Dieudonne Coste and Maurice Bellonte, French pilot and navigator, respectively, in 37 hours.

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CAPTAIN WARREN TO STUDY AT THE BABSON INSTITUTE

The scholarship which the Babson Institute, Boston, Mass., recently awarded to the War Department, was allotted by the Secretary of War to the Army Air Corps, and Captain George S. Warren, stationed at the Materiel Division, Wright Field, Dayton, Ohio, is the first Air Corps officer to be honored with a detail as student at this prominent school of business administration.

Under Special Orders of the War Department, recently issued, Captain Warren is directed to report to the President of Babson Institute not later than September 24th.

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PILOT SEARCHES FOR HIMSELF

Lieut. Allen, of Mitchel Field, recently flew to Boonton, New Jersey, to visit the Radio Laboratories there. Shortly after his arrival, a phone call came through telling of a plane crashing in that vicinity. Lieut. Allen took off and for forty minutes searched for some trace of the wreck. Finding nothing, he returned to Boonton again to secure more information. He discovered then that an Army plane had been seen diving towards the ground at the same time he had landed. The plane had passed below a hill and had not come up again. Remembering that he had dragged the field down wind, put the ship into a wing over and landed, Lieut. Allen realized he had wasted forty minutes looking for himself.

V-6075, A.C.

BROOKS FIELD SQUADRONS CELEBRATE ORGANIZATION DAY

Celebrating the fourth anniversary of its organization, the 51st School Squadron held its annual picnic at Landa Park, New Braunfels, Texas, on Saturday, August 9th. With practically one hundred percent attendance on the part of members of the organization and many invited guests, the big day was inaugurated with swimming in the beautiful park pool. It was a typical, old time picnic day - hot and sweltering, so consequently the pool was the popular rendezvous throughout the entire day.

The high spot in the day's entertainment was the muchly anticipated baseball game between the noncoms and the privates. "Old Timer" VanHouten, First Sergeant, reverted to his old time proficiency as a twirler and chalked up seven strikeouts in his four innings on the mound. The heat and the tell-tale decrepitude of "old age", however, proved too much for this potential fire-eater.

Lieut. L.L. Koontz, the Squadron Commander, was put in as a pinch hitter for the privates in the seventh inning with two men on. The gallery, expecting at least to see him paste one out of the lot, was disappointed when his one-time keen baseball eye tricked him and he failed to connect. The Noncoms won the game 10 to 7.

A pie-eating contest, which had been anticipated as the "piece de resistance" of the day's entertainment, had to be eliminated from the order of the day owing to Lieut. Dayton's late arrival. Miniature Golf proved quite an attraction to many of the boys and their dates, and the day's program was brought to a close with a dance in the Landa Park pavilion.

The Squadron feels keenly indebted to its Squadron Commander, Lieut. Koontz, for the fine spirit of cooperation manifested in making this fourth Organization Day one never to be forgotten.

The 1930 Organization Day of the 52nd School Squadron, Brooks Field, was held on Saturday, August 16th, at Landa Park at New Braunfels, Texas, about 38 miles from Brooks Field. The transportation available consisted of three GMC trucks, 1 Cadillac, 1 Chrysler, 2 30-passenger Grey Line busses and private cars. In all, there were about 135 enlisted men and about 75 guests present.

The organization left Brooks Field at 9:00 a.m., arriving at Landa Park at about 10:15. The majority of the men and their guests immediately headed for the bathing pool. The pool there is a large one, with plenty of devices to dive and swing from. Only one minor casualty was recorded for the day, and that was because Private Hill misjudged the depth of the swimming pool by about two feet. The use of about 20 row-boats was had during the day and they were all kept in constant operation. Although the men were allowed to fish, there was so much else to do during the day that very little of it was done. At noon all assembled on the picnic grounds for lunch, and plenty of everything was available.

The menu consisted of fried chicken, boiled ham and all the various picnic side dishes which could be thought of, including near beer on tap and all kinds of soft drinks. After lunch some went back to swim, others boating, while the rest played miniature golf on the 18-hole miniature golf course. Over 300 games were played during the day. At 8:30 p.m., a dance was well attended, and at 11:00 o'clock the journey back to Brooks Field was started, a tired but happy lot of men going to their quarters shortly after midnight.

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AMBITIOUS SCHEDULE FOR LANGLEY FIELD FOOTBALL TEAM

In endeavoring to give the Post personnel the utmost in Fall and Winter sports, the Athletic Council of Langley Field arranged a very complete and ambitious football schedule for 1930. Twelve games are on the schedule at present, of which nine are with College Elevens. Only four games will be played away from home, giving the Post eight games at home.

Langley Field had approximately 160 men answer the call of the coaches on August 25th. This number will be cut eventually to 33 men, which will comprise the first team. The weeding out process will be a long and tedious one, as there are many players with a wealth of experience on the Post.

It is the aim of the Recreational authorities to bring back the spirit of former days, when Army football was something closely watched by the papers and sporting writers. We are trying to bring to the Air Corps a reputation for

clean, hard sportsmanship as solid as the one they now hold of efficiency and esprit de corps in their daily duties," says the News Letter Correspondent, adding: "We point with pride to our record of last season, but believe it can be bettered and will be this year."

The football schedule for 1930 is given below, as follows:

Date	Opponent	Playing Field
Sat. Sept. 20th	William and Mary	Williamsburg
Sat. Sept. 27th	Campbell College	Langley Field, Va.
Fri. Oct. 3rd	Quantico Marines	Quantico, Va.
Fri. Oct. 10th (Night)	Apprentice School	Newport News, Va.
Sat. Oct. 18th	New River State College	Beckley, West Va.
Sat. Oct. 25th	Atlantic University	Langley Field, Va.
Sat. Nov. 1st	Fort Monroe	Langley Field, Va.
Wed. Nov. 5th	Fort Eustis	Fort Eustis, Va.
Sat. Nov. 8th	Atlantic Christian College	Wilson, N.C.
Tues. Nov. 11th (Armistice Day)	Potomac State College	Newport News, Va.
Sat. Nov. 15th	Gallaudet College	Langley Field, Va.
Sat. Nov. 22nd	Oak Ridge Military Institute	Langley Field, Va.
Thurs. Nov. 27th (Thanksgiving Day)	(Pending)	Langley Field, Va.

The record of William and Mary is well known in this section of the East and South. For several years they have been leading contenders for the mythical flag of the Virginia Conference. However, this game is an early season practice one for both teams, and the decision either way makes very little difference on the outcome of our season.

Campbell College, Oak Ridge Military Institute and Atlantic Christian College are North Carolina teams having fine records. Oak Ridge especially is outstanding. They have been conceded the Southern Prep championship for the last year or so by a number of sports writers.

New River State, Potomac State Teachers' College and Gallaudet teams come from West Virginia, Virginia and the District of Columbia, respectively. Gallaudet is probably the best known. Last year this team had on its roster the third highest individual scorer in the country. However, New River State has been West Virginia Conference Champion for the last two years and has lost only two games in that period.

The remaining games with Fort Monroe, Quantico Marines and Apprentice School are among the hardest we have, as these teams will give a good account of themselves in any contest. Fort Monroe is an old rival of Langley, and an athletic contest between them always results in intense feeling on the part of both teams' partisans. Atlantic University is a newcomer and unknown, but can be a tartar if not watched closely.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Lieut.-Colonel Gerald C. Brant, Mitchel Field, to the Hawaiian Department, sailing from New York about October 28th.

Captain Asa J. Etheridge, Selfridge Field, to Hawaiian Department, sailing from New York City about October 28th.

Assignment of Major Lawrence S. Churchill, Langley Field, to duty as student at Air Corps Tactical School, revoked.

Major Leo G. Heffernan relieved as Commandant of Air Corps Technical School, Chanute Field, Ill., Lieut.-Col. Jacob W.S. Wuest being assigned to this position.

Captain Calvin E. Giffin assigned to duty at Maxwell Field instead of Chanute Field.

1st Lieut. Ernest E. Harmon, upon completion of tour of duty in Panama Canal Department, to Mitchel Field, N.Y.

1st Lieut. Maxwell W. Balfour, Walter Reed General Hospital, to report to Army Retiring Board for examination.

1st Lieut. Alfred W. Marriner, Fort Sam Houston, Texas, to Chanute Field.

1st Lieut. Walter B. Hough, Mitchel Field, to Office Chief of Air Corps.

1st Lieut. Wallace G. Smith, Chanute Field, to Materiel Division, Wright Field, Dayton, Ohio.

1st Lieut. Roscoe C. Wriston, Maxwell Field, to Chanute Field, Ill.

1st Lieut. Earle E. Partridge from United States Military Academy, West Point, N.Y., to Panama Canal Dept., sailing from New York City about Oct. 23rd.

1st Lieut. Stanton T. Smith, Kelly Field, to duty with Organized Reserves, 5th Corps Area, Fort Benjamin Harrison, Ind.

1st Lieut. John M. Weikert from Chanute Field to United States Military Academy, West Point, N.Y.

1st Lieut. Russell M. Greenslade from New York City to Chanute Field, Rantoul, Ill.

1st Lieut. Frederick D. Lynch, Kelly Field, to Dodd Field, Fort Sam Houston, Texas.

2nd Lieut. Robert K. Giovannoli, Selfridge Field, to Bolling Field, D.C.

2nd Lieut. Reginald F.C. Vance, Langley Field, to Aberdeen Proving Ground.

2nd Lieut. Samuel W. Van Meter from Fort Riley to Air Corps Training Center, Duncan Field, Texas.

Upon completion of course of instruction and temporary duty at Air Corps Training Center, Duncan Field, following-named officers to March Field, Calif., for duty: 2nd Lieuts. Edward H. Alexander and Paul B. Wurtsmith from Selfridge Field; 2nd Lieuts. Harley A. Grater, William A. Matheny, Ralph A. Murphy and James H. Wallace from Langley Field; Eugene H. Rice from Fort Sam Houston, Tex.

Following-named officers to Air Corps Training Center for duty: 2nd Lieuts. Orrin L. Grover and Kenneth A. Rogers, Selfridge Field; Guy F. Hix, Fort Riley, Kansas; George F. Kinzie and Raymond L. Winn, Fort Crockett, Texas; William H. McArthur, Maxwell Field.

Detailed to the Air Corps, and to Brooks Field for flying training: 1st Lieut. Wm. V. Gray, Infantry; 2nd Lieut. Morris J. Lee, Cavalry; to March Field,- 2nd Lieut. Walter E. Ahern, Infantry.

Relieved from detail to Air Corps: 2nd Lieut. Raymond E. Bell, Inf., to Infantry School, Fort Benning, Ga.; 2nd Lieut. Basil L. Riggs, Cavalry, to Cavalry School, Fort Riley, Kansas, for duty as student; 1st Lieut. Walter D. Buie to Hawaiian Department for duty with Infantry; 2nd Lieut. John P. Kidwell to 11th Infantry, Fort Benjamin Harrison, Ind.; 2nd Lieut. Wm. F. McKee to Panama Canal Zone for duty with Coast Artillery; 2nd Lieut. Wm. P. Connally to Field Artillery, 2nd Division, Fort Sam Houston, Texas.

Transferred to Air Corps: 2nd Lieut. James E. Briggs, Field Artillery, rank from June 9, 1928.

Reserve Officers detailed to extended active duty: 2nd Lieuts. Thaddeus Terry, Los Angeles, Calif., to Rockwell Field, Calif.; Olin Lincoln Day, Belmont, Ill., to Scott Field, Ill., Douglas Field Woolley, Alameda, Calif., to Crissy Field, Calif.; Paul Montgomery Norman, Des Moines, Iowa, to Selfridge Field, Mich., Sept. 1, 1930, to June 30, 1931 -- Richard B. Stith, Hollywood, Calif., to Rockwell Field, Sept. 11, 1930, March 9, 1931 -- George Sheldon Stead, Norwich, N.Y., to Mitchel Field, N.Y., Sept. 15, 1930, to June 30, 1931.-

Promotion: 2nd Lieut. Walter G. Bryte, Jr., to 1st Lieutenant, rank from September 4, 1930.

Resignations: 1st Lieut. Kenneth Garrett, 2nd Lieuts. Hudson Chadwick, Jr. and Samuel James Simonton.

Change of Name: Captain Robert Oldys to Robert Olds.

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CONTRACTS FOR NEW AIR CORPS EQUIPMENT

Contracts for new Army Air Corps equipment, involving an expenditure of $306,657.98, were recently approved by the Assistant Secretary of War.

The Stout Metal Airplane Company Division of the Ford Motor Company, Dearborn, Mich., is to begin construction for the Air Corps of four Model C-4A tri-motored Cargo planes at a cost, including spare parts and drawings, of $157,391.40. These airplanes will be powered with Pratt & Whitney R-1340-D "Wasp" engines.

The Pratt & Whitney Aircraft Company, of Hartford, Conn., received a contract for $132,629.58, covering 24 Type R-1340-D "Wasp" engines and spare parts, twelve of which will be installed in the Cargo planes above referred to, the remainder to be used as spares.

Under its contract with the Detroit Aircraft Corporation, Detroit, Mich., the Air Corps will receive in the near future, one Detroit Lockheed fast single-engined (air-cooled type) Transport plane. This plane, which will cost $16,637, including drawings, will be equipped with an SR-1340-C "Wasp" engine.

ARMY AIRMAN MAKES LONG JOURNEY ON HORSEBACK

Major Harrison H. C. Richards, who recently reported to the Primary Flying School at Brooks Field, San Antonio, Texas, for duty as Executive Officer, made the entire trip from Fort Leavenworth, Kansas, a distance of 1,050 miles, on horseback, using his polo pony as a pack horse. Averaging approximately 33 miles a day, he accomplished the trip in 32 days.

Had Major Richards used the latest mode of transportation he would have accomplished the journey in about ten hours.

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CHANGES IN PERSONNEL AT PRIMARY FLYING SCHOOL, BROOKS FIELD

Captain L.R. Knight, who has been Director of GROUND INSTRUCTION at the Primary Flying School at Brooks Field, San Antonio, Texas, for the past 2½ years, was assigned as Director of Training. First Lieutenant Donald D. FitzGerald, Senior Instructor in the Ground School for about two years, succeeded Captain Knight as Director of Ground Instruction. First Lieut. Robert D. Knapp was appointed Director of Flying and Operations in place of Captain Chennault who is now at the Air Corps Tactical School.

First Lieut. Robert W. Harper, Secretary of the Air Corps Primary Flying School since 1928, received War Department orders transferring him to the Philippine Department for a two-year tour of duty.

Lieut. Harper was assigned as Assistant Director of Flying in 1927, and the following year was detailed to organize the Secretary's Office, which he did in an able and efficient manner.

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A SOLDIER

The passing civilian, glimpsing a man in Army uniform, is prone to dismiss the soldier as one trained in the profession of arms alone. Nothing could be farther from the facts.

In the ranks of the U.S. Army today are soldiers with a diversity of interests not usually associated with martial men. There are budding artists whose canvasses have elicited praise, musicians who are hailed as maestros in the making, writers who are making the best of pulp paper magazines - to mention but three of the fine arts.

A case in point is that of a machine gunner at a northwestern Army post. Five days a week this soldier's skilled fingers curl about the trigger of a chattering Browning machine gun. Sunday the same fingers of the soldier play upon the keys of a magnificent pipe organ in a church of an adjacent big city. The machine gunner's artistry on the key-board of the throbbing organ stirs the congregation and music lovers, according to the report, and the man has been acclaimed a musical genius.

It would be revealing, indeed, to our civilian friends if some respectable agency made a survey of the "hobbies" of our talented Regulars and published the results of such a canvass.

The United States Army not only builds men. It brings out the inherent, latent talent in the individual soldier and spurs that man on to the exercise of his particular gift until he reaches the heights for which his endowments fit him. - Maxwell Field News Weekly.

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NEW BASIC TRAINING PLANES FOR BROOKS FIELD

Brooks Field received notice that the first eight of their new BT-2's will be ready for ferrying from the Douglas factory at Santa Monica, Calif., in the very near future. The following-named officers are scheduled to introduce these planes to Texas climate:

First Lieuts. D.D. FitzGerald, H.M. Turner, R.W. Harper, 2nd Lieuts. E.H. Porter, E.J. Rogers, C.H. Deerwester, J.C. Denniston and L.P. Turner.

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Maxwell Field, Montgomery, Ala., recently received a number of horses, all of them more or less trained for Polo work. Plans are under way for the organization of a polo team. Candidates for the team are no doubt practicing how to avoid nose dives from low altitudes.

SLOW FLYING IN TRAINING TYPE PLANES

Traveling at an average speed of some 60 miles an hour "isn't so hot" in these progressive days, but that is what actually transpired during a 380-mile flight of Missouri Reserve officers to Sioux Falls, S.D., on Labor Day.

According to the News Letter Correspondent, the trip, made in three "hops" by five PT-1's and one O-11, required over six hours of flying time. Strong head winds encountered most of the way retarded the progress of the seven Reserve officers and three Air Corps privates who made the journey to Sioux Falls to participate in the Third Annual Airfair at that place. "Airfair" is a new word to remember.

The aerial activities were scheduled for Labor Day and the three following days, but the visiting airmen did not stay for the entire show, returning the second day after arrival. Some of the officers who made the flight were members of the Organized Reserve Camp held at Richards Field, Kansas City, Mo., August 31st to September 13th.

Captain William "Bill" Wright, the affable C.O. of Richards, who was in command of the expedition, and the following officers and enlisted men participated in the flight: Major Thomas L. Dawson; Captain John W. Ranson; 2nd Lts. Robert M. Burtt; Alfred D. Hillman; Ben A. Sweeney; Homer L. Bredouv; Private Dan O'Connell, E.R.C.; Privates Clarence M. Parks and John S. Micek.

Some of the old time PT pilots cussed the flight leader, Lieut. Burtt - a novice in the art of catering to the vagaries of PT's, for taking Captain Wright's instructions on saving his motor too literally, especially as he was herding the slowest air cruiser of the lot. Major Dawson complained that he fell off into several spins trying to keep behind. That complaint wasn't the worst, however, as he landed at Offutt Field, Omaha, Nebraska, with less than a gallon of gas in his tanks.

The Airfair officials did themselves proud in the manner in which they entertained the aerial cavalcade from Kansas City. Having had some experience from two previous years, every move that was made followed the most approved ethics and practice for the comfort of visiting aviators.

On the way up, in due respect to Private Parks who lived at Larchwood, a few miles east of Sioux Falls, the formation veered out of its way a bit to execute a formidable PT power dive on Private Parks' home town. All of the fifty inhabitants crowded the main drag and waved vigorously. We felt that their hearts were swelling with pride at this tribute from the skies to the local boy who had gone to the big city and made good.

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BAD NEWS FOR KELLY FIELD AUTOMOBILE OWNERS

The News Letter Correspondent states that Kelly Field has instituted something new in the way of traffic control. An automobile pound has been established on the post, and careless persons caught speeding, parking in forbidden places, and committing other violations of traffic regulations lose the use of their cars, said cars being stored in the Post Garage.

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NEW PARACHUTES ISSUED AT KELLY FIELD

As the native from Sunny Italy would put it in American language - "Big a da man, big a da 'chute," and which is as it should be. According to the Kelly Field Correspondent, eleven "super parachutes" were recently issued to eleven "supermen," each weighing over 180 pounds. The new 'chutes, which have a diameter of 28 feet as against 24 feet for the regulation type, were issued to Captain Orlo H. Quinn, Lieuts. E.H. White, E.T. Rundquist, Lester J. Maitland, L. S. Smith, I.L. Proctor, Dale V. Gaffney, Bernard S. Thompson, LaVerne Saunders and R.B. Lea.

Wonder how these eleven men would stack up as a football combination?

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Primary Flying School, March Field, Riverside, Calif., August 27th.

Second Lieut. William B. Blaufuss, Air Corps, is at present in Letterman General Hospital suffering from sun-stroke which occurred at Trono, Calif., on August 24th. Lieut. Blaufuss with other officers journeyed with the March Field baseball team to Trono the previous day to play a two-game series with the ball team from the large potash plant located there. Trono is on the edge of Death Valley, and the temperature sometimes reaches 130 degrees in the shade with no shade. On Sunday afternoon, in order to get relief from the intense heat, Lieut. Blaufuss sought refuge in the large swimming pool located in the town. While sitting on the raft in the middle of the pool, others noticed a peculiar expression appear on his face, and he fell off backwards into the pool. No one paid much attention to this, because they thought that he was just performing a funny dive. However, after a short time, they became concerned and went down after him. He lay unconscious on the bottom of the pool. Taken immediately to the town hospital, the local doctor stated that it was the severest case of sun-stroke and near drowning he had ever seen. On Monday he was transferred to the Letterman General Hospital by plane.

Captain R.C.W. Blessley, until recently Director of Flying, left August 26th on a month's leave prior to reporting to his new station, Selfridge Field. First Lieut. Paul L. Williams was assigned as Director of Flying in his place.

The Flying Cadet Detachment has been practicing formal retreat parades. Within a week it is the intention to have formal parade at retreat to which the public will be invited. The Cadets make a very creditable showing in their blue uniforms and rifles and,with a full band present, the ceremony goes off with all the finish and perfection of a retreat parade at West Point - with greatly reduced numbers, however.

After years in their scabbards, sabers are now being drawn. Heretofore, a watchman system of guard has existed at March Field, but recently a regular twenty-four hour system has been installed, with an informal guard mount each evening. Just prior to going on guard, the Officer of the Day can be seen each afternoon with a M.I.G.D. in his hands brushing up on how it should be done. So far no casualties have occurred by drawing sabers, but several clipped ears and torn hat brims have been noticed on officers about the field.

Major Chauncey L. Chase, M.C., Flight Surgeon at March Field for the past three years, was around bidding his many friends good-bye, prior to his departure for Mitchel Field, L.I., New York, to which station he was transferred. He goes with the sincere good wishes of all members of this command with whom he has been associated during this period.

Fort Sill, Oklahoma, September 9th.

Orders were received for the return to Duncan Field of the three PT-3A's which had been assigned to this station for the last few months. Captain L.P. Hickey, 2nd Lieuts. Charles K. Moore and Douglas T. Mitchell returned these ships.

The last of our old flying equipment, three Douglas 02-H planes, were ferried to Duncan Field by Lieuts. Jackson, Chadwick and Maughan. Upon the arrival of our allotment of Thomas Morse planes, all the 02-H's were turned in at Duncan Field.

First Lieut. Winfield S. Hamlin,recently transferred here from the Philippine Department, reported for duty after 30 days' leave.

Second Lieut. Claire Stroh reported here from Chanute Field and was assigned to duty as Photographic Officer.

Second Lieuts. Kenneth P. McNaughton and George V. Holloman were granted leave before reporting to their new station, Chanute Field.

1st Lieut. Vic. Beau, Regular Army instructor with the National Guard Squadron at Denver, Colorado, was on ten days' detached service with the 45th Division National Guard which was on two weeks' active duty at Fort Sill.

Captain Neal Creighton and 2nd Lieut. Dudley E. Whitten started for Denver, Colorado, but were forced down at Wiley, Colorado, on account of motor trouble. It was necessary to install a new motor.

General Dorey, Commander of the 8th Corps Area, with his aide, Lieut. Adams, arrived from San Antonio and stopped overnight.

Colonel George P. Tyner, Chief of Staff, 8th Corps Area, piloted by Lieut. Prince, arrived from San Antonio, remained overnight and returned the next day.

Captain Neal Creighton returned from Fitzsimmons General Hospital, Denver, Colo., to resume command of the First Balloon Company.

Crissy Field, Presidio of San Francisco, Calif., August 19th.

On August 11th, the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, accompanied by Mr. Adamson, his assistant, Major D.C. Emmons and Captain Ira C. Eaker, visited Crissy Field and the San Francisco Bay area, where new Air Corps projects are in progress.

Several of the boys just received their orders to report to the Air Corps Technical School at Chanute Field. Lieuts. Cullen, Hansen and Fernanda are taking the photographic course; Lieut. Lindsay, line maintenance, and Lieut. Ball, the Armament course. They were scheduled to leave San Francisco on the Transport sailing September 12th.

Some new planes are scheduled for Crissy Field shortly. One is a C-7, which is a tri-motored Fokker and a replacement for the Douglas Transport which was condemned by Engineering Officer Paul Wilkins. He happened to notice that the tail surfaces were coming off prior to a take-off of the Transport in which he was to be a passenger.

Boston Airport, East Boston, Mass., August 30th.

During this month the following visitors arrived and departed from this station in order of notation:

Captain Lynd, pilot, and Captain Stribling, passenger, Bolling Field and return; Lieut. Merryweather, solo, Mitchel Field and return; Major H.M.Hickam, solo, Bolling and return; Lieut. Arthur I. Ennis and Lt.-Col. Ira Longanecker, Bolling and return; Lieut. Mulligan, pilot, Sgt. Blackden, Mitchel Field and return; Lieut. W.H. Buracker, U.S.N., pilot, and Lieut. L.M. Grant, U.S.N., Philadelphia and return; Lieut. Davenport, pilot, and Lieut. Starrett, Mitchel via Manchester and return via Hyannis; Lieut. P.H. Johnston, pilot, and Lieut. Mulligan, Mitchen and return; Lieut. Grant, U.S.N., solo, Philadelphia, via New Bedford and return; Major Gilkeson, pilot, and Major Mitchell, Wright Field, via Schenectady, and return via Mitchel Field; Lieut. Stranathan, pilot, and General Brown, Bolling via Martha's Vineyard and return; Lieut. J.S. Gullet, solo, Bolling Field via Mitchel and return; Lieut. Cook, pilot, and Colonel Brady, Mitchel Field and return; Lieut. Ewen, solo, Philadelphia via Portsmouth and return via Mitchel; Lieut. Evans, pilot, and Private Scarboro, Mitchel and return; Lieut. Stranathan, pilot, and General Preston Brown, Bolling and return; Lieut. Warren, pilot, and Private McQuade, Mitchel and return via Fort Ethan Allen.

Cross-country flights from this station during this month, included a ferrying mission from Middletown; several trips by Congresswoman Rogers with Lieut. Wilson as pilot; an airport opening at Caribou, Maine, flown by Captain Ford, Lieuts. Wilson and Geer; trips to Edgartown, Keene, Newport, Fitchburg, Hyannis, Fort Ethan Allen, Bolling, Mitchel, and Middlebury, Vermont.

Under the impetus of the excellent flying time total of 317 hours, 40 minutes, hung up in June - a record for stations of comparable size to shoot at - the Reserve unit continued a commendable response to the efficient and sympathetic cooperation of their administrative officers, Captain Ford, Lieuts. Wilson and Geer. Practically the entire group of active Reserve pilots is participating in the summer training either at this station or at Mitchel Field. Captains Charles Blake, Charles Clark, and George H. Lusk completed tours at the Boston Airport.

Third Attack Group, Fort Crockett, Texas, August 15th.

Second Lieut. S.J. Simonton, 8th Attack Squadron, tendered his resignation from the Army in order to become assistant to Lieut.-Colonel John H. Jouett, head of the Aviation Department of the Standard Oil Co. of Louisiana. Lieut. Simonton was head coach of the Fort Crockett football team, 8th Corps Area champs last year. The team will miss his excellent coaching this year.

Captain Lotha Smith, 8th Attack Squadron, has gone on a 45-day leave. Capt. and Mrs. Smith will drive to Michigan for a visit.

Initial practice of the Fort Crockett football team was called on Friday, August 15th. First Lieut. Alfred Lindeburg was appointed head coach. This officer has coached at Langley Field and helped to win the 3rd Corps Area championship for them sometime ago. It looks like another big year for Fort Crockett.

Third Attack Group, Fort Crockett, Texas, September 1st.

The Fort Crockett football team, otherwise known as the "Golden Tide," is rapidly rounding into shape for a reported tough season ahead. Forty-three men reported to Lieut. Alfred Lindeburg, head coach, on the 15th of August. The boys look pretty good to repeat their performance of last year, when they copped the 8th Corps Area championship.

Second Lieut. Thomas L. Mosely, 13th Attack Squadron, was the sole representative of the Group at the Air Corps Gunnery Matches held at Langley Field.

The Group is losing two well liked officers in Lieuts. George F.Kinzie and Raymond L. Winn, who are being sent to Duncan Field for a tour of duty.

Information was received to the effect that the Group will receive two new Ford tri-motor Transports for permanent station here.

Nichols Field, Rizal, P.I., August 7th.

2nd Observation Squadron: During July, three Douglas O2-H airplanes put in a total of over 140 hours' flying time. This time was divided between formation flying, radio practice, routine flying and a number of missions with the Philippine Division.

66th Service Squadron: Technical Sergeant Alvan Killgore, appointed Master Sergeant on June 22nd and transferred to the 41st School Squadron, Kelly Field, will leave on the October Transport.

Staff Sgt. William B. Fox was appointed Technical Sergeant on July 10th. Sergeant AM 1/cl. Harry Meyers was appointed Staff Sergeant on July 15th. Cpl. AM 1/cl. Phillip B. Ingland was appointed Sgt. AM 1/cl. on the same day.

Headquarters Detachment, 4th Composite Group: Technical Sergeant Riley replaced Technical Sergeant Malloy, who is now with the 28th Bombardment Squadron. Sergeant Miller replaced Sergeant Dobbs, who has gone to the 2nd Observation Squadron.

6th Photo Section: The entire section is busily engaged in the renovation of the Laboratory and its equipment. This work embraces Aerial (roof and ceiling) and Ground (walls and floors). We are very fortunate in having among us a few people who can sideslip a wicked paint brush. Have had only a few casualties. One student and a can of paint went into a tail spin at a six foot altitude, but that was to be expected in such a daring venture. Between periods we have lawn parties, one Mr. Grass Mower being the host.

28th Bombardment Squadron: This organization was designated to check, service and test 14 new Boeing P-12B's for delivery to the Third Pursuit Squadron at Clark Field.

Captain Edward C. Black took over command of the Squadron August 1st, relieving Captain A.W. Brock, Jr., who returns to the States on the October boat. The Squadron wishes Captain Brock the best of luck at his new station, Langley.

Master Sergeant "Jake" Holtzman, of Chanute Field, arrived on the June boat and announced his intention of revolutionizing the Armament situation in the Philippines. "Jake" is not the first to arrive here all steamed up. They soon slow down, however.

Our beloved comrade, Staff Sgt. Atkins, is marked "quarters," suffering with what he calls dengue. A thirty-day "solo flight" to Baguio was prescribed.

Advanced Flying School, Kelly Field, Texas, September 3rd.

Mr. Lester A. Hendricks, Assistant Radio Engineer, Wright Field, Dayton, Ohio, arrived at Kelly Field September 2nd for the purpose of adjusting the Kelly Field radio beacon. The frequency is to be changed from its present one of 293 KC to 311 KC.

The Kelly Field theatre has installed sound equipment for talking pictures.

The 42nd School Squadron, winner of the Kelly Field baseball pennant, engaged the 2nd Field Artillery of Fort Sam Houston in a five-game series at League Park, San Antonio, in a play off for the championship, from August 26th

to August 30th. Somewhat unlucky on the getaway, the Kelly Field aggregation lost the first two games by the scores of 2 to 12 and 4 to 5. Starting with the third game of the series, Kelly Field presented a different style of ball playing and battled their way to three consecutive victories. The third game was won 10 to 9, Kelly using three pitchers to cover eleven innings. The fourth game was entered with more gusto and spirit and Kelly defeated the 2nd Brigade 8 to 7. The final game of the series was a nerve-racker. Up to the 6th inning the Artillery boys had only made three hits, but they scored seven runs in the 6th and 7th innings. The game lasted ten innings, Kelly scoring three runs in the tenth to win the game and the series. The cup was awarded Kelly Field by the Athletic Officer of Fort Sam Houston after the final game.

The E. & R. Officer of Kelly Field is now grooming his men for a hard football season, as the 23rd Infantry have most of their old players from the last two seasons while Kelly has suffered the loss of Lieuts. "Light Horse Harry" Wilson, "Chuck" Meehan and "Iron Man" Saunders. As usual, Lieut. Pat Booker will be the coach.

Primary Flying School, Brooks Field, San Antonio, Texas, August 21st.

Numerous changes occurred in the commissioned personnel at Brooks Field in the past few weeks. Lieut.-Col. H. B. Clagett, former Air Officer, 9th Corps Area, arrived in July to take command of the Primary Flying School; Maj. H.H.C. Richards arrived from Fort Leavenworth, Kansas; 2nd Lieuts. J.W.McCauley reported for duty from Post Field and J.N. Jones from Panama; Major S.W. FitzGerald, former Commanding Officer; Major C.B. Oldfield, Executive Officer; and Captain C.L. Chennault, Operations Officer, left recently for Langley Field, and 2nd Lieut. R.E. Randall left for duty with the Military Academy.

The following officers will leave shortly for duty at other stations, viz: 1st Lieut. R.W. Harper and 2nd Lieut. M.M. Burnside for the Philippines; 2nd Lieut. R.D. Reeve, Philippines; 1st Lieuts. H.E. Engler, S.M. Connell and 2nd Lieut. C.H. Deerwester for Chanute Field; 2nd Lieut. A.J. Lehman for Panama.

A new training ship, the PT-6, five of which have been received at this school, is in experimental use on the primary stage. The students who were lucky enough to be assigned to this ship are inclined to think themselves just a little better pilots than those on the older PT-3's.

Due to the efforts of the E. & R. Officer, and through the cooperation of the Post Exchange, a miniature golf course for the enlisted men has been completed and, to judge by the crowds, has certainly met with approval. It is without doubt the most popular place on the post, having replaced the swimming pool at the head of the list. A 36-hole tournament was played last week with the first prize of a putter, a ball, and five dollars, being carried off by Private H.S. Lattimer of the 51st Squadron. The course is probably the hardest in San Antonio, par for the 18 holes being 58.

The Brooks Field baseball team, though probably not the best in the country, is without doubt one of the best amateur teams around San Antonio. Having seen most of the games played, it is safe to say that with better luck and a little more experienced management the team would have been resting at the top of the Corps Area League instead of in third place. This being the first year a team outside of Fort Sam Houston was entered in the Corps Area League, the maroon nine was an uncertain quantity, particularly after starting off by winning four straight.

Adding to the list of unusual accidents in the annals of airplane crashes, Flying Cadet L.R. Sandel, 22, of the basic stage, miraculously escaped instant death on August 20th, when his plane crashed into a treetop while landing, about three miles south of Brooks Field. Cadet Sandel was uninjured, but his plane was completely demolished. He matriculated in the School from Orangeburg, S.C.

Lieut. J.L. Daniel just reported back from two months' leave, spent in the City of San Antonio.

France Field, Panama Canal Zone, September 1st.

After battling their way through a spectacular season of victories, the France Field Basketball team took the undisputed Canal Zone Basketball crown when they defeated the Bolivar quintet (civilian team) in a comedy of goals which resulted in a 50 to 14 score. The finish of the Army and Navy Basketball

League season found the France Field cagers occupying the championship throne on the Atlantic side with a record of only one defeat in the 13 games played. Their claim to the League title was opposed by the Fort Clayton five that had emerged from the season as the championship team on the Pacific side. This opposition was eliminated by the France Field team defeating the Fort Clayton Doughboys in the first two games of the scheduled three. The Bolivar five, title holders of the Civilian League, yielded the Zone championship by taking the short side in the first two games of the scheduled three-game championship series.

With the close of the Basketball season, the eyes of the Field are turning toward the boxing team which is being shipped into shape in anticipation of the coming boxing season. The call for ring material was met by a number of boys from all classes who are now faithfully stepping their daily paces in hopes of finding their names on the roll of the Post Team. The material looks good and from all appearances France Field will be represented by a group of fast and clever ringsters.

On August 15th, 1st Lieuts. John M. Davies, Donald W. Fritch, Charles W. Lawrence, Archibald Y. Smith and 2nd Lieut. Donald W. Buckman hopped off for Langley Field, Va., to participate in the Annual Machine Gun and Bombing Competition. The trip was made in two Douglas O2's and a Boeing P-9C. Their route was via Costa Rica, Nicaragua, Salvador, Guatemala and Mexico.

Although the baseball season in the States is nearing a close, the last week in August brought forth the first call for baseball practice at France Field and in the Canal Zone. The various squadrons are now weeding through a long list of aspirants in order to pick their squadron teams, and the first games of the Post series are scheduled to get under way Sept. 16th. With plenty of fielding and batting material on hand, as well as a number of good mound prospects, the outlook seems to be for a strong Post team and should become better as the Inter-Squadron Series takes off the rough edges accumulated by the boys during the layoff from last season.

Luke Field, T.H., August 10th.

Air training for the month consisted of practice flights of pilots to maintain their proficiency, and flights for the training of aircraft crews. Ground training for enlisted personnel consisted of the regular maintenance of combat equipment, including training in armament, administration, airplane mechanics and other duties of enlisted personnel; and inspection of personnel, their quarters and equipment. All noncommissioned officers at this station received instruction in physical training, and all troops received instruction in close order drill.

On the 15th, Lieut. Anderson made a forced landing with a DH on Ward Airport at 11:10 a.m. Private C.W. Woolsey was the passenger. Lieut. Anderson was flying at an altitude of about 5,000 feet about two miles off shore in front of the Royal Hawaiian Hotel when his motor cut out. No damage was done to the DH and no injuries sustained by the occupants thereof.

As the three tactical squadrons on this field have only 8 planes in commission, consisting of four DH's, two Loening Amphibians and two PW-9's, the lack of adequate flying equipment prevents carrying out any tactical training.

First Lieut. Joseph W. Benson was relieved as Assistant to the Post and Group Operations Officer and detailed as Post and Group Personnel Adjutant, vice 1st Lieut. W.B. McCoy, who has been detailed in the Air Office at Fort Shafter.

Captain Clarence B. Lober sailed for the United States to take up his duties as Air Corps Representative with the Goodyear Corporation.

First Lieut. James F.J. Early departed for March Field, Riverside, Calif., for duty as student at the Primary Flying School.

Major Carlyle H. Wash was announced as Air Officer, Hawaiian Department, to succeed Brigadier-General Henry C. Pratt, who sailed on the Transport SOMME for duty at Wright Field, Ohio.

Mr. William L. Cooper, engineer for the Curtiss-Wright Aircraft Corporation, arrived in the Department for an inspection of airplane equipment, manufactured by his corporation and in use at the Army and Navy flying fields.

An invitation dance was held by the enlisted men at Luke Field and invitations extended to the students from the Universities of Oregon and Washington who were in Honolulu. Music was furnished by the Luke Field orchestra.

The Luke Field Flyers broke even in the six baseball games played during the month, taking two out of three games from Fort Kamehameha, losing one to the Naviators at Ford Island and one to Sub Base and swamping the Joe Gahns Shafterites for the worst defeat of the season (12 to 2). The Flyers, although playing the entire season minus that powerful outfield punch they possessed in 1929 in Fitzpatrick, Tarpley and Henderson, finished the league schedule in a tie with the Marines for fifth place.

Staff Sergeant George H. Miller, who has contributed much toward entertainment in a baseball way in past years when Luke Field reigned supreme in this Department, purchased his discharge from the Air Corps to accept a Civil Service appointment at the Motor Overhaul. He retains the same job he held while in the service. His playing was greatly missed during the July campaign by the Luke Field Club.

Sergeant Edgar Krug and Sergeant Earl Spore, two popular service fighters, left for their new stations on the mainland on the Transport SOMME.

Competing with crack teams from Honolulu Sector of Service Events in the recent International Swimming Meet at the War Memorial Natatorium, a team composed of Tate and Landes, 72nd Bomb. Squadron; Nash, 23rd Bomb. Squadron, and Drennon, 65th Service Squadron, placed third in the 400 meter relay. They negotiated the distance in 4 minutes, 31-3/5 seconds.

12th Observation Group, Marshall Field, Kansas, Sept. 9th.

The 16th Observation Squadron was on a two weeks' field maneuvers from August 17th to 30th. Camps were made at Marion, Wichita, Hutchinson, Lindsborg and Abilene, Kansas. About three days were spent at each place, and it rained at each camp. Kansas farmers promise to finance these maneuvers the next long dry spell.

Lieut. Johnson folded one of the O-25A's up when he taxied into a ditch at Marion, Kansas. He said: "The ditch was there and I was elected."

Three more O-25 A airplanes were received at this field August 8th, giving us a total of 13 of these ships. The wooden props on these planes proved very unsatisfactory because the metal tips work loose. Replacement with metal props adds from 10 to 15 miles per hour to the cruising speed but slows down the take-off considerably.

Orders were received transferring Lieuts. Hix and Van Meter to the Air Corps Training Center at Duncan Field, San Antonio, Texas. Lieuts. Beebe, Gilger and Offutt were ordered to Chanute Field, Rantoul, Ill., for duty as students in the courses for Aircraft Armament, Communications and Maintenance Engineering.

Just seven more bachelors are still holding out to prevent it being an old married post. Recent victims to step off are Lieuts. Enyart, Carter, Gann, Wagner and Van Meter. There is a reason - each time one gets married it costs each officer one dollar - but there is one way to revenge.

Wright Field, Dayton, Ohio, August 30th.

The following manufacturers' representatives visited Wright Field during the month for consultation with engineers: Edgar N. Gott and C.T. Poryer, President and Chief Engineer, respectively, of the Keystone Aircraft Corporation; T.P. Wright, Curtiss Company, Garden City, N.Y.; Georges Estoppey, Bomb Sight Engineer, Chicago; J. Bosway and C.W. Hosier, General Electric Company, Schenectady, N.Y.; Floyd Smith, Floyd Smith Safety Chute Co., Buffalo, N.Y.; C.H. Van Dusen and L.C. Milburn, Glenn L. Martin Co., Baltimore, Md.; M.H. St. Clair, formerly parachute engineer of the Materiel Division, Switlik Parachute and Equipment Co., Trenton, N.J.; Mac Short, I. Schaefer, O. Moe, Stearman Aircraft Co., Wichita, Kansas; R.H. Fleet, President, Consolidated Aircraft Co., Buffalo; Lyman H. Ford, Irving Air Chute Company, Buffalo; Harold Caminez, Allison Engineering Company, Indianapolis, Ind.; G.E. Lawrence, Pioneer Instrument Co., Brooklyn, N.Y.; R.S. McKim, New Standard Aircraft Co., Paterson, N.J.; Lawrence D. Bell, Vice President, Consolidated Aircraft Co., Buffalo; W.H. Nunns, Eclipse Aviation Corp., East Orange, N.J.; R.L. Hankinson, Crescent Panel Co., Louisville Ky.; J.L. Harkness, Sikorsky Aviation Corp., Bridgeport, Conn.; Raycroft Walsh and Frank Caldwell, former chief of Propeller Unit, Wright Field, Hamilton Steel Propeller Co., Pittsburgh, Pa.; V.E. Bertrandias, Fokker Aircraft Corp., New York City; Burdette S. Wright, Curtiss Company, Washington, D.C.; Roy A. Miller, Consolidated Aircraft Corp., Buffalo; Graham Edgar, Ethyl Gasoline Corp., New

York; P.B. Gaylor, Wright Aeronautical Corp., Paterson, N.J.; W.F. Davis, Fairchild Engineering Corp., Long Island, N.Y.; Frederick Charavay, Hartzell Propeller Company, Piqua, Ohio.

Lieut.-Col. Jacob E. Fickel, until recently Executive of Wright Field, dropped in upon us from the air on August 28th, piloting Midshipman L.W. Parish. He returned to Bolling Field the next day.

Captain Gale Breene, formerly of the Power Plant Branch, flew in from Langley Field August 29th for a few days' visit.

Lieut. J.G. Taylor left August 27th for Garden City, L.I., New York, and Hasbrouck Heights, N.J., to visit the Curtiss and Fokker plants to inspect Observation planes being manufactured on Government contracts. He will ferry a new observation plane back to Wright Field.

Lieut. Bennett Meyers reported for duty at Wright Field on July 22nd, after a year spent at the Industrial War College, where he took a course in Industrial Planning. He returned to his old post in the Industrial War Plans Section.

Major E.L. Hoffman returned from one month's leave of absence spent at Nipigon Lodge, Ontario, Canada.

Lieut. George F. Schulgen returned recently from 20 days' leave spent in Michigan.

Lieut. J.F. Philips and W.W. Cummings, Equipment Branch, went to New York City August 7th for a conference with the Fairchild Aerial Camera Corporation.

Lieut. Donald F. Stace returned August 11th from a 60 days' leave.

Lieut. W.N. Amis left for Middletown Air Depot, Langley, Bolling, Baltimore and Philadelphia to consult with commanding officers concerning Air Corps supplies and equipment.

Lieuts. F.O. Carroll and F.A. Foulk are enjoying a month's leave of absence in North Carolina.

Lieut. David Lingle is taking a month's leave of absence.

Major-General James E. Fechet, with Major H.C. Davidson, landed at Wright Field at 7:15 p.m., August 12th, taking off shortly after breakfast next morning for Washington.

Lieut. Phillips Melville, who is on detached service as Assistant Air Attache in Cuba under Ambassador Harry Guggenheim, landed at Wright Field on August 15th and spent several days renewing old acquaintances.

Major W.H. Crom, Chief of the Industrial War Plans Section, returned from two months' leave of absence spent in touring the Northwest.

Lieut. C.W. Cousland, flying Allan Hoover, son of the President, landed and made a brief visit to Wright Field on August 18th. They were on their way from Bolling Field to some point west.

Lieut. Muir Fairchild, Air Corps Representative at the Douglas Company, Santa Monica, Calif., spent several days during August at the field. He took off August 20th for Washington for a conference with the Chief of the Militia Bureau, returning to the Field three days later. Lieut. Fairchild is a graduate of the Air Corps Engineering School.

Major O.P. Echols, Chief of Procurement Section, is scheduled for a trip to Seattle and Santa Monica early in September to consult with the Boeing and Douglas Companies.

Brigadier-General B. D. Foulois landed at Wright Field August 12th, taking off for Chicago with Captain St. Clair Streett early the next morning.

Captain R.C. Coupland, Ordnance Department, Washington, D.C., arrived August 25th for temporary duty at Wright Field in connection with an engineering project concerning experimental anti-aircraft equipment.

Reserve Officers who were on 14 days' active duty at Wright Field during August were Major L.S. Connelly and Captain Leopold Stocker in the Industrial War Plans Section and Captain Falk Harmel in the Technical Data Section.

Inspector R.D. Post left August 3rd for Kenosha, Wisconsin, to inspect wire cable being manufactured on contract for the Air Corps.

Miller L. Coe, Draftsman, left for Scott Field August 3rd to check drawings governing changes in a TC airship.

Fairfield, Ohio, Air Depot, September 15th.

The Fifth Corps Area Golf Tournament was held at the Fairfield Air Depot on September 10th and 11th. About seventy Regular Army officers and Reserve officers participated in this Tournament. Among those present were Major-Gen. Dennis E. Nolan, Commanding General of the Fifth Corps Area, and Brigadier-

General H.C. Pratt, Commanding the Materiel Division.

A blind bogey tournament was played on the afternoon of Sept. 10th, followed by the big tournament on Sept. 11th. Captain John M. Clark, Air Corps, won first prize for the Corps Area with a total score of 147 for 36 holes; Lieut. D.F. Stace won second place, scoring 156; Lieut.-Col. Wenner, of Toledo, was third with 158; Major Wolfe of Cincinnati, fourth, with 158; Major H.H. Arnold, fifth, with 159. All of these officers will participate in the Army Annual Golf Tournament at Fort Leavenworth, Kansas, Sept. 17th to 20th.

A stag dinner was served Tuesday night, Sept. 10th, after which moving pictures of the Air Corps Maneuvers on the Pacific Coast, Bobby Jones, and also of quite a number of Wright Field and Fairfield officers on the golf course were shown. The ladies gave a tea on Wednesday afternoon, after the Tournament was completed, at which time the prizes were awarded by General Pratt. The consolation prize went to Lieut. H.R. Wells, whose score totalled 267 for 36 holes.

The Tournament was thoroughly enjoyed by all, the golf course being in excellent condition, and it is hoped the Tournament next year will be held here and that the number of participants will be increased to over one hundred.

First Lieut. George V. McPike reported here for duty recently after completing a tour of duty in Hawaii.

The Engineering Department started moving into its new building on June 10th, and completed the move two months later, during which period the regular production progressed. This new building contains the Aero Repair, Engine Repair, Machine Shop, Parachute Department and Station Supply stock room. The production in the new shop averages 65 engines of different types and 30 airplanes of different types per month.

The new Drafting Room and Station Supply Office Building is nearing completion.

Lieut. Sam Mills, pilot, with Lieut. "Speedy" Rush as passenger, in an O-25, enroute from Wright Field to Watertown, N.Y., arrived at the F.A.D. on September 5th. Quite an argument ensued between the O-25 and a boundary light, after which Lieuts. Mills and Rush decided to start back for Wright in the community tin Lizzy, piloted by Lieut. Corkille. Further information is lacking, but it is believed they got back O.K.

Clark Field, Pampanga, P.I., August 5th.

The June Transport brought six new officers to Clark Field, viz: Major John B. Brooks, replacing Major R.P. Cousins, as C.O.; Capt. Aubrey Hornsby, Engr. Officer; Lieut. Sam Ellis, O.I.C. enlisted men's activities; Lt. W.H. Hardy, Sq. Supply Officer; Lt. K.J. Gregg, Utilities Officer; Lt. M.M. Murphy, Sq. Armament Officer. With their arrival, new interest sprung up in bowling. An Officers Team, composed of Major Brooks, Capt. Hart, Lts. Bump, Anderson, Ellis and Murphy was organized and played several practice games with the enlisted men. The Field Artillery team at Stotsenburg was challenged and handily beaten on the alleys in Angeles, the Artillerymen paying for the games and standing a dinner at "Pampanga Charlie's."

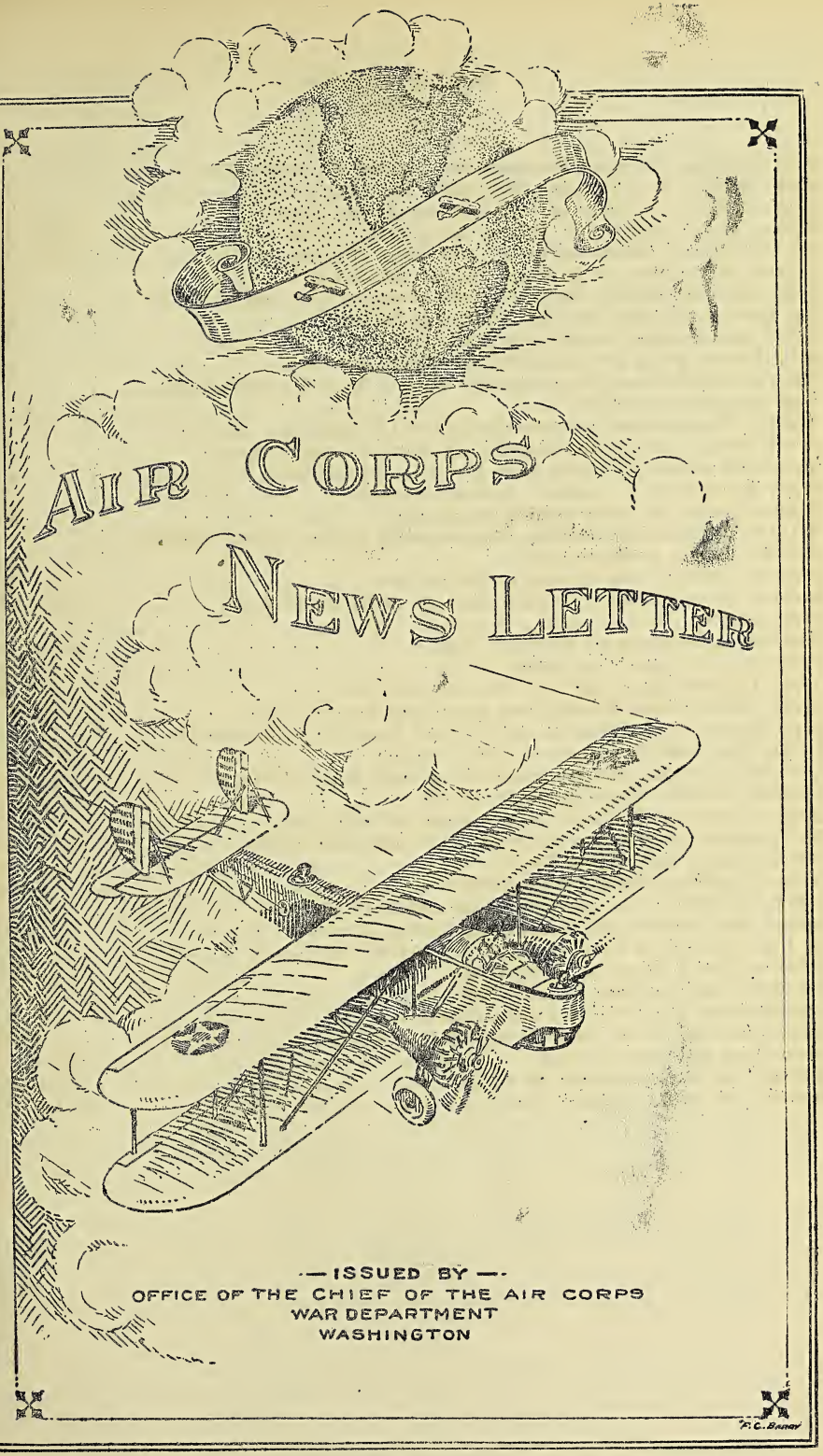
An enlisted men's basketball team was organized and equipped with new uniforms and is preparing for an active season of Inter-Post games.

Sixteen new P-12's arrived on the Meigs and 14 of them are set up ready for delivery from the P.A.D. It is found, however, that no Ethyl gasoline is available in the Islands and the nearest supply is Shanghai. Probably several weeks will elapse before this Benzol can be brought to Manila.

The Chief of the Air Corps ordered six of our D-12-C motors taken from our PW-9's and shipped to San Antonio. Flying will consequently be curtailed while the motor changes are being made.

Record gunnery and bombing was completed and all officers qualified as expert under the new score requirements. Lt. C.S. Irvine made a total high score of 1442 out of a possible score of 1750. His score was as follows: Ground target, 832 points; tow target, 410 points, bombing, 202 points.

Lieut. Blackburn returned from Java, where he was on two months' leave for the purpose of demonstrating the Conqueror powered Curtiss Hawk to the Dutch Indian Air Force. Lieut. Whitson is now in Japan on a similar mission with the Mitsubishi Aircraft Company.



AIR CORPS NEWS LETTER

—ISSUED BY—
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

VOL. XIV OCTOBER 20, 1930 NO. 12

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Information Division, Air Corps — October 20, 1930 — Munitions Building, Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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PHOTOGRAPHING PROPOSED PAN-AMERICAN HIGHWAY FOR COSTA RICA.

While considerable interest always existed in trans-Isthmian routes across Central America, it was only lately that any definite steps were taken to explore and plan the possibilities of a practical vehicular route down through the narrowing neck of land which joins North to South America. Ignorance of geographical conditions along such a proposed route is abundant. Ever so often we read of the exploits of someone who claimed to have traveled on horseback or via auto from the Argentine to call on the Mayor of New York or to have made the trip southward between these two points. Those familiar with the territory from Northern Colombia to Southern Mexico, however, laugh silently to themselves at the idea of an automobile traversing this country. Only a few are more familiar with this nebulous route than those who have flown above it a number of times.

From Chepo (on the Chepo River) to far into the interior of Colombia, the country is almost impenetrable, with perhaps a few foot trails from the Chucunaque basin to a short distance past the ruins of Santa Cruz de Cana. A good road has been built by the Panamanian Government from the Canal to a point a short distance beyond Santiago, and it is pushing this road across the ridge which transverses the continental backbone, from La Pena to Tolé, then connecting up and improving the short sections already in from Tolé to David, thence on close to the Costa Rican border.

From this point to its Capital City, San Jose, Costa Rica is largely unmapped. Other portions of the country, sparsely inhabited, are virtually as little known. Interested as were the government officials and engineers of this Central American Republic in the topography of their country, they realized the utter hopelessness of the task of undertaking a preliminary survey without the one aid which could perform the trick - aerial reconnaissance.

Existing relations with the United States having long been of a cordial nature, the American Military Attache was asked to ascertain what our Air Corps, stationed in the Panama Canal Zone, could do to help out the Republic of Costa Rica and, incidentally, the whole of North and Central America - equally interested in the establishment of a Pan-American highway - in making an aerial photographic survey of certain sections of the country.

The primary object of the survey was, of course, to map certain areas for the purpose of selecting a route for the Pan-American Highway. The secondary objectives were to enable government officials and engineers to fly with our pilot to determine for themselves the country to be mapped, and to allow the Secretary of Interior and the Chief Engineer personally to make a reconnaissance flight over the Guatuso area between San Jose valley and Lake Nicaragua, very little being heretofore known about this latter section. In embarking on this project, it would be possible to photograph all available landing fields and areas where the Pan-American Airways proposed locating airports or emergency landing fields, also to obtain photographs of important cities and the several volcanoes which dot the country.

On June 18th last, Lieuts. A.Y. Smith, 12th Photo Section, and John G.Moore, 7th Observation Squadron, each piloting a Douglas O2-H Observation plane, left France Field for San Jose, Costa. Accompanying Lieut. Smith was Staff Sergeant Crow, the photographer, while Technical Sergeant Ashby, who accompanied Lieut. Moore, was the mechanic. The aerial equipment carried aboard the planes consisted of one K-11 aerial camera and one Graflex camera, four 75-ft. rolls of K-1 aerial film, and four packs of Graflex films.

After a short stay at David, Republic of Panama, where the planes were refueled, the flight was resumed to San Jose, where the airmen landed shortly before noon the same day they had left France Field, and were greeted by the American Military Attache and a number of Costa Rican officials.

The report of Lieut. A.Y. Smith, covering this aerial photographic expedition,

is quoted, in part, as follows:

"About 200 photos in all were taken by us. We flew together a greater part of the time for safety; for one to aid the other in case of a forced landing.

Each morning was devoted to flying, atmospheric conditions and weather conditions both being better at that time of the day. All our photographs were obliques, and those of the proposed highway routes were so taken that they overlapped, they being snapped from an average above-ground elevation of 3,000 to 4,000 feet. The areas photographed varied from sea level to 12,000 feet.

Weather changes worried us somewhat. Shortly after noon, the weather would invariably thicken up in the mountains, and even in the mornings clouds would drift in between eight and nine o'clock from the San Juan River Valley. At no time was it possible to obtain cloudless views of the Naranjo-San Carlos Pass, but some photographs were taken each day and very good photographs of all other areas were obtained. On June 22nd, the San Juan Valley was completely overcast, so a flight was made to Liberia, Costa Rica, with two local Congressmen as passengers. After being royally received by the populace, photographs were taken of the field and the city, and a return flight made to San Jose, all this before lunch. The flight was made at the urgent request of the President, who stated that the trip would have taken a week by road and boat.

Upon a telegraphic request, made by a committee representing the citizens of Nuoga, the American Minister dispatched a flight to that city. Photos were taken, but it was not possible to land there. A letter of appreciation, mailed to the Minister the same day, reached the Capital ten days later. The flight, by the way, required one hour and twenty minutes each way.

I do not believe that any airplane has ever been over this area before, judging from the tone of the letter and the apparent enthusiasm of the crowd collected in the town awaiting our arrival. Immediately after our flight, the people of Nuoga started the construction of an adequate landing field.

The local newspapers in San Joan carried daily accounts of our flights. The four of us in the party were excellently entertained, and our expenses paid by the Costa Rican government. The Pan-American Airways station at Punta Arenas supplied us with gasoline and oil.

On June 26th, after eleven days of activity, we returned to France Field via Punta Arenas, Costa Rica and David, Panama."

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NOVEL METHOD OF DESTROYING WORN OUT ARMY AIRPLANES

Scenes reminiscent of the late war will be reenacted on or about November 1st next, at Camp Stanley, near San Antonio, Texas, when a squadron of 18 planes from the Third Attack Group, Fort Crockett, Galveston, Texas, will be given real targets at which to shoot in the form of 20 condemned airplanes which are no longer fit for service. These wornout planes will be arranged on the ground to simulate a squadron airdrome in war-time.

The Attackers will launch successive assaults against them, employing small fragmentation bombs and 100-pound demolition bombs, in order to determine the relative efficiency of these two missiles in the destruction of aircraft on the ground. Following the assaults with the bombs, the Attackers will once more swoop over the old planes and rain down upon them tracer ammunition in order to test the incendiary effect thereof against airplane structures and gasoline tanks.

This will be the first time any test of this nature has been undertaken by the Air Corps, and it is believed that very important data will be collected on the effect to be expected in similar attacks upon hostile airdromes in time of war and the resulting destruction to enemy aircraft on such airdromes.

The squadron from the Third Attack Group will employ their usual tactics of barely skimming over the ground and brushing over tree tops in staging surprise attacks on enemy ground troops, although in this particular demonstration it will be necessary to increase the operating altitude a trifle in order to insure safety to the personnel engaged therein.

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A new unit recently organized at Brooks Field, San Antonio, Texas, is the 58th Service Squadron, which is composed entirely of personnel drawn from other squadrons already on duty at this Post. Lieut. O.L. Rogers has been assigned as Commanding Officer of the 58th, and, in the words of the News Letter Correspondent, "this augurs well for the new organization."

GRADUATION OF STUDENTS OF THE ADVANCED FLYING SCHOOL

The wing insignia, denoting that the wearer thereof is a qualified military pilot, was pinned on the breasts of 85 students who graduated from the Advanced Flying School, Kelly Field, San Antonio, Texas, on Saturday, October 11th. This graduating class, designated as Class 8-B, comprised 43 Flying Cadets and 42 commissioned officers, of which latter number 35 graduated from the United States Military Academy, West Point, N.Y., in June of last year. All of these students reported at Kelly Field from the Primary Flying Schools, Brooks Field, San Antonio, Texas, and March Field, Riverside, Calif., on July 1, 1930, at which time the class consisted of 44 officers, 50 Flying Cadets, and one Chinese civilian, a total of 95. Two officers and six Flying Cadets have been held over to the next class, and two Flying Cadets, unfortunately, were killed in a collision in the air.

The graduates of this class, who come from 32 States, the largest representation being California with 11 and Illinois and Texas with 8 each, are divided among the specialized branches of the Army Air Corps, as follows: Attack Section, 15; Bombardment Section, 15; Observation Section, 23; Pursuit Section, 32.

Several weeks prior to graduation day, long-distance cross-country training for these students was started. On September 17th, one section of the Pursuit Class "hopped" off for Muskogee, Oklahoma, on a trip which took the flight to Fort Sill, Okla., and El Paso, Texas, before returning to San Antonio. Similar flights for the Pursuit Section were made on September 25th and October 3rd. The Observation students took off September 20th on their extended cross-country flight, during the course of which they visited Pine Bluff, Fort Sill and El Paso. Two flights of Bombers made trips to Muskogee, Fort Sill, and El Paso, the first leaving Kelly Field on September 23rd and the second on October 5th. The Attack students made a single flight from Kelly Field to Galveston, Shreveport and El Paso, leaving San Antonio on October 6th.

This is the first graduating class of Cadets at the Advanced Flying School which signed the agreement to serve two years on active duty as Reserve officers or as officers of the Regular Army. It is also the first class which has received a thorough course in instrument flying, or blind flying, as it is more generally referred to.

The graduating class flew in review at Kelly Field at 9:00 o'clock on the morning of graduation day. The graduation exercises were held at the Kelly Field Theatre at 11:15 a.m. Chaplain Edwin Burling delivered the invocation, and Major Frederick L. Martin, Commandant of the Advanced Flying School, delivered the opening address, after which he introduced Brigadier-General Charles H. Danforth, Commanding General of the Air Corps Training Center, who delivered the address to the graduating class.

The Reserve commissions to the Flying Cadets were presented by General Danforth, the Certificates of Graduation by Major Martin, and the wings were pinned on the graduates by Major Clarence L. Tinker, Assistant Commandant of the Advanced Flying School. Chaplain L.J. McDonald closed the exercises with the benediction.

Numbered among the members of the graduating class is Christy Mathewson,Jr., son of the famous pitcher of the New York Giants some twenty years ago, who served as a Captain in the Chemical Warfare Service during the World War and died at the age of 45 as a result of the ravaging effects of mustard gas; also Lucius R. Holbrook, Jr., son of Brigadier General Holbrook, who recently assumed command of the First Division at Fort Hamilton, New York. Second Lieut. Frederic H. Smith, of Washington, D.C., is a member of the famous Caterpillar Club, his parachute saving his life on the morning of July 22nd last, when his safety belt became unfastened while he was practicing acrobatic flying.

Graduates - Commissioned Officers

Second Lieutenants

John W. Stribling, Inf.	Florence, Ala.	Frederic H.Smith,Jr. F.A. Wash. D.C.
Melie J. Coutlee, Inf.	Hot Springs,Ark.	Harold H.Bassett,C.E. Albion,Ill.
Roy G. Cuno, Infantry	Richmond, Calif.	Keene Watkins,Inf. Bloomington,Ill.
Roger J. Browne, Cav.	San Diego,Calif.	Rudolph Fink, C.A.C. Chicago,Ill.
Robert E.L. Choate, A.C.	San Diego,Calif.	Marshall S.Roth,QMC. Chicago,Ill.
Donald J. Keirn, F. A.	Denver, Colo.	Robert M.Kraft,F.A. Evansville,Ind.
Donald W. Armagost, Cav.	Fasston, Colo.	Pearl H.Robey, Inf. Indianapolis,"
Benjamin S. Kelsey, A.C.	Waterbury,Conn.	Jerald W.McCoy,Inf. Marshalltown,Io.
Thomas B. McDonald, C.A.C.	Washington, D.C.	Wm.E.Karnes,Cav. Paducah,Ky.

James L.Majors,C.E.	Shreveport, La.	Don.Z.Zimmerman,C.E.	Portland, Ore.
George P.Moody,Inf.	Portland, Me.	Fredk.R.Dent,Jr.,C.E.	Pittsburgh,Pa.
Thomas R.Lynch,Inf.	Jackson, Miss.	John J.O'Hara, F.A.	Diboll, Texas.
James A.Ellison,A.C.	Kansas City,Mo.	John N. Stone,Inf.	Ft.Sa, Houston.
Emery S.Wetzel,F.A.	Billings, Mont.	Howard Moore, C.E.	Gilmer, Texas.
Robert M. Losey,F.A.	Trenton, N.J.	Chas.G.Williamson,C.E.	Houston,Texas.
Daniel C.Doubleday,CAC.	Johnstown, N.Y.	John K. Poole, F.A.	San Antonio,Tex.
Joseph J. Ladd, Inf.	Bowling Green,O.	Thomas L. Bryan,Jr.Inf.	Tyler, Texas.
William G. Bowyer,S.C.	Lima, Ohio.	Edward A.Dodson,C.A.C.	Norfolk, Va.
Draper F. Henry, A.C.	Stow, Ohio.	Wm. C.Bentley,Jr. A.C.	Richmond, Va.
Phineas K.Morrill,Jr.Inf.	Okla.City,Okla.	George McCoy,Jr. Inf.	Vancouver,Wash.
Dwight B.Schanneр, F.A.	Pendleton,Ore.	John C. Horton,F.A.	Laramie, Wyo.

Graduates - Flying Cadets

William B. Poe	Birmingham,Ala.	Walter C. Kent	Kentwood, La.
Ellis D. Shannon	Evergreen, Ala.	Robert C.Merrill,	Cumberland Center,Me.
D. Keith Sheets	Fresno, Calif.	Stanley G. Winch	Sanford, Me.
George Cook Baker	Los Angeles,Calif.	George W. Peterson	Minneapolis,Minn.
John J. Schweizer	Los Angeles,Calif.	Weldon Rhoades	Harris, Mo.
Ted A. Smith	Los Angeles,Calif.	Robert A.Bolyard	Kansas City,Mo.
Ott Gardner	Orange, Calif.	Roy Harold Heiman	Moberly, Mo.
Ralph H. Brandt	San Francisco.	Fredk.T.Sterling,Jr.	Missoula, Mont.
Adrian F. Wilkinson	San Francisco.	Samuel S.Nuckols	Moorestown,N.J.
Howard B. Lathrop,Jr.	San Jose, Calif.	Christy Mathewson	Saranac Lake,NY
William Ray Allemang	Atlanta, Ga.	Charles W. Causey	Greensboro, N.C.
Glen A. Holland	Atlanta, Ga.	Hamish McLelland	Cleveland, O.
Charlie S. Tidwell	Atlanta, Ga.	Mark Hopkins	Strafford, Pa.
Edward N. Coates	Macon, Ga.	Theo.G.Kershaw,Jr.	Charleston,S.C.
Lucius R. Holbrook, Jr.	Boise, Idaho.	Charles H.Goodwyn	Columbia, S.C.
William R. Graham	Fruitland,Idaho.	George G.Stokes	Covington, Tenn.
Charles Robert Disher	Champaign,Ill.	Thomas N. Charles	Knoxville, Tenn.
Roscoe Ralph Burley	Chicago, Ill.	Oliver J.Studeman	Edna, Texas.
Floyd Hill Davidson	Chicago, Ill.	Louis E.Hobbs	San Antonio,Tex.
Monty J. Tennes	Chicago, Ill.	Floyd E. Nelson	Salt Lake City,Uta
Lawrence T. Pugh	Des Moines,Iowa.	Oscar K.Harris,Jr.	Grose close,Va.
Hugh Osborne Coleman	Covington,Ky.		

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MATHER FIELD, CALIFORNIA, TO BECOME TEMPORARILY ACTIVE

On November 1,1930, Mather Field, near Sacramento, Calif., will temporarily become an active field. The units which will be temporarily assigned to this station already have permanent stations. As a consequence, Mather Field will again become inactive when permanent quarters for these units are completed at their assigned stations. No permanent construction will, therefore, be undertaken at Mather Field.

The following units of the Air Corps will become reconstituted at Mather:

Headquarters 20th Pursuit Group
80th Service Squadron
77th Pursuit Squadron
55th Pursuit Squadron

These units will be formed by transferring the necessary number of officers from other stations, transferring trained enlisted men from other fields, viz: 60 from Kelly Field and 28 from Brooks Field, Texas; 60 from Langley Field, Va.; 52 from Mitchel Field, N.Y., and by assignment of 223 Air Corps recruits. Certain personnel from the Quartermaster Corps, Medical Department, Ordnance and Signal Corps will complete the garrison.

Mather Field was first built during the World War and remained an active field until 1922, when reduction in the Army necessitated its abandonment. It was constructed as a complete training unit, with 12 hangars, occupying 600 acres.

The opening of Mather Field becomes necessary to care for the fourth increment of the Air Corps increase. It will probably be used also to reconstitute units necessary for the fifth increment in 1931.

The following Air Corps officers, thus far, have been ordered to duty at Mather Field: Major Clarence L. Tinker, Kelly Field; Captains John M. Clark, Fairfield Air Depot, Ohio; William E. Lynd, Crissy Field, Presidio of San

Francisco, Calif.; 1st Lieut. Walter E. Richards, Selfridge Field, Mich.; 1st Lt. Clarence E. Crumrine, Hawaiian Department; 2nd Lieuts. Gordon P. Saville, Crissy Field, Calif., and Lee Q. Wasser, March Field, Calif.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Captain Dudley B. Howard, March Field, Calif., to Scott Field, Belleville, Ill.

Upon completing tour of duty in Hawaiian Department, Captains George P. Johnson to Langley Field, Va.; Levis R.P. Reese to Wright Field, Dayton, Ohio; 1st Lieut. Reuben C. Moffat to Wright Field.

1st Lieut. Martinus Stenseth, Office Chief of the Air Corps, to duty in Militia Bureau, Washington, D.C.

Captain Edwin J. House, Mitchel Field, to Office Chief of the Air Corps.

Captain Thomas W. Hastey, Office Chief of the Air Corps, to Air Corps Training Center, Duncan Field, Texas.

1st Lieut. Herbert W. Anderson, Wright Field, to Chanute Field, Ill.

1st Lieut. Earl S. Hoag, Philippines, to Air Corps Training Center.

1st Lieut. William C. Farnum, March Field, to Chanute Field.

1st Lieut. Ward F. Robinson, Panama, to Mitchel Field, L.I., New York.

1st Lieut. Howard H. Couch, March Field, to Wright Field, Nov. 25th.

1st Lieut. Donal F. Fritch, Panama, to San Antonio Air Depot, Texas.

1st Lieut. Orvil A. Anderson, Philippines, to Air Corps Training Center.

1st Lieuts. Walter G. Bryte, Jr., Brooks Field, and Leroy M. Wolfe, Wright Field, to Philippines, former sailing from San Francisco about February 4th, the latter sailing from New York about January 13, 1931.

1st Lieut. Wm. O. Eareckson, Scott Field, Ill., and 2nd Lieut. Benj. T. Starkey, Langley Field, Va., to Primary Flying School, Brooks Field, Texas.

2nd Lieuts. Wentworth Goss, March Field, and 1st Lieut. Richard W. Gibson, Brooks Field, to Philippines, sailing Nov. 19th and February 4th, respectively.

2nd Lieut. George L. Murray, Philippines, to Brooks Field, Texas.

2nd Lieut. Earl W. Barnes, March Field, to Panama Canal Department, sailing from San Francisco about December 13th.

2nd Lieut. Clarence K. Roath, Letterman General Hospital, to appear before Retiring Board at Presidio of San Francisco, Calif., for examination.

2nd Lieut. John E. Bodle, March Field, to Long Beach, Calif., for duty with Organized Reserves, 9th Corps Area.

2nd Lieut. Kenneth R. Crosher, Fort Crockett, Texas, to Technical School, Chanute Field, for duty as student, Arcraft Armament Course. This course also to be taken by 2nd Lt. Harry J. Flatequal, on duty at Chanute Field.

2nd Lieut. Minton W. Kaye, Chanute Field, detailed for duty as student in Aerial Photography, Air Corps Technical School.

2nd Lieut. Robert L. Brookings, Mitchel Field, to Boston, Mass., for duty with Organized Reserves, 1st Corps Area.

2nd Lieut. John W. Sessums, Jr., Maxwell Field, Ala., to Panama Canal Department, sailing from New York about October 23rd.

1st Lieut. Wilfred J. Paul, March Field, to Langley Field, Va.

2nd Lieuts. Thomas J. Dubose and Sidney A. Ofsthum, March Field, to Advanced Flying School, Kelly Field, Texas, for duty as students.

Captain Byron T. Burt, Air Corps Training Center, to Hawaiian Department, sailing from San Francisco about December 27th.

Assignment of 2nd Lieut. Frank L. Skeldon, Fort Crockett, to Air Corps Technical School, Chanute Field, Ill., revoked.

Relieved from detail to the Air Corps: 2nd Lieut. Martin Moses to the 38th Infantry, Fort Sill, Oklahoma.

Captain Stuart Cutler to the Philippine Department for duty with Infantry.

2nd Lieut. Donald A. Stevning to 30th Infantry, Presidio of San Francisco.

Reserve Officers ordered to extended active duty: January 2-June 30, 1931 -- 2nd Lieuts. James H. Rowe, Spokane, Wash.; George H. Percefull, Lonoke, Ark., to Post Field, Fort Sill, Oklahoma -- Leroy B. Shidler, Marianna, Pa., to Langley Field, Va. -- 2nd Lieut. Richard J. French, Patsburg, Ala., to Maxwell Field, Ala. October 1 - June 30, 1931: 2nd Lts. Francis A. Wilgus, Rockford, Ill., to Scott Field, Ill.; Marvin E. Wills, Des Moines, Iowa, to Fort Bragg, N.C. -- October 15 June 30, 1931: 2nd Lieut. Ashby H. Toulmin, Mobile, Ala., to Maxwell Field, Ala. - Oct. 1 - June 30, 1930: 2nd Lieut. Eric K. Shilling, Linthicum Heights, Md., to Scott Field, Ill. -- Oct. 1 - March 29, 1931: 2nd Lieut. John H. Williamson,

Monroe, La., to Fort Crockett, Texas.-- Jan. 1-June 30,1931: 2nd Lieut. Erling A. Strand, Eugene, Oregon, to Rockwell Field, Calif.

Promotions, with rank from October 1, 1930: To Major: Captains William C. Ocker, William F. Volandt, William E. Kepner.

To Captain: 1st Lieuts. Vincent J. Meloy, Charles E. Branshaw, Edward A. Raley, Earle H. Tonkin, James T. Hutchison, Edwin R. Page, Harvey H. Holland, Russell L. Maughan, Walter Miller, Oliver P. Gothlin, Jr., Eugene B. Bayley, Dache McC. Reeves, Leo F. Post, John C. Kennedy.

To 1st Lieutenant: 2nd Lieut. Russell E. Randall.

Retirement: Major Jenner Y. Chisum, August 31, 1930.

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STATION ASSIGNMENT OF ADVANCED SCHOOL GRADUATES

The following-named 2nd Lieutenants who graduated from the Advanced Flying School, Kelly Field, Texas, on October 11th, were assigned to duty at the stations indicated:

To Hawaiian Department, sailing from San Francisco about Feb. 5, 1931.

Edward A. Dodson	John C. Horton	Howard Moore
William C. Bentley,Jr.	William E. Karnes	Pearl H. Robey
Robert E.L. Choate	George McCoy,Jr.	John W. Stribling, Jr.
Frederick R. Dent, Jr.	Thomas B. McDonald	Charles G. Williamson
Rudolph Fink	James L. Majors	Don Z. Zimmerman

To Panama Canal Department, sailing from New York about Oct. 23rd:

Roger J. Browne Thomas L. Bryan, Jr. Jerald W. McCoy Dwight B. Schanneр

Sailing about December 2nd:

George P. Moody John J. O'Hara, Jr. Frederic H. Smith

To Hawaiian Department, sailing from San Francisco about Nov. 20th:

Donald W. Armagost Harold H. Bassett

To Mather Field, Sacramento, Calif.:

Melie J. Coutlee	Daniel C.Doubleday	James A. Ellison
Benjamin S. Kelsey	Robert M. Kraft	Robert M. Losey
Charles Sommers	Marshall S. Roth	Phineas K. Morrill, Jr.

To Langley Field, Hampton, Va.:

William G. Bowyer Roy G. Cuno Joseph J. Ladd Thomas R. Lynch

To Rockwell Field, Coronado, Calif.:

John N. Stone Keene Watkins Emery S. Wetzel Donald J.Kiern

To Crissy Field, Presidio of San Francisco, Calif.:

John K. Poole

To Mitchel Field, L.I., New York:

Draper F. Henry

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GRADUATION OF PRIMARY FLYING SCHOOL STUDENTS FROM BROOKS FIELD

Thirty-three students of the March, 1930, Class graduated from the Air Corps Primary Flying School, Brooks Field, San Antonio, Texas, on Friday, October 10th - two officers and 31 Flying Cadets.

The first item of the graduation exercises was an aerial review, staged by the graduates, which would have done credit to veteran pilots. They then repaired to the Ground School Building where, after a brief invocation by the Chaplain, Captain C.S. Harkey, interesting addresses were made to the class by Lieut.-Colonel Clagett, Commandant of the School, and General Danforth, Commanding General of the Air Corps Training Center, Duncan Field.

On Saturday, in baggage-laden cars and with exuberantly shrieking sirens, the Class took leave of Brooks Field, bound for the Advanced Flying School at Kelly Field. Four more months of arduous training and, at the end, their shining goal - WINGS!

Approximately 128 students are scheduled to enroll in the October, 1930, Class at the Primary Flying School. Of this number there will be 41 West Point graduates, four officers of the Regular Army and one officer of the German Army. The remainder are Flying Cadets and two noncommissioned officers training in grade.

THE MACHINE GUN AND BOMBING MATCHES AT LANGLEY

The following is the result of the Machine Gun and Bombing Matches held at Langley Field, Va., during the first two weeks of September, 1930:

MATCH 1

Name	Station	Score	Standing
2nd Lieut. A. T. Johnson	Selfridge Field, Mich.	807.3	1
2nd Lieut. E.K. Warburton	Selfridge Field, Mich.	744.2	2
2nd Lieut. A.A. Straubel	Selfridge Field, Mich.	725.3	3
2nd Lieut. R.A. Isreal	Rockwell Field, Calif.	539.0	4
1st Lieut. D.F. Fritch	France Field, Panama	332.3	5

MATCH 2

2nd Lieut. J.W. Sessums	Maxwell Field, Ala.	803.9	1
1st Lieut. A.Y. Smith	France Field, Panama	734.5	2
2nd Lieut. F.A. Pillet	Dodd Field, Texas	698.0	3
1st Lieut. J.J. Williams	Crissy Field, Calif.	539.3	4
1st Lieut. F.M. Paul	Maxwell Field, Ala.	566.0	5
2nd Lieut. G.W. Hansen	Crissy Field	462.9	6
2nd Lieut. T.L. Mosely	Fort Crockett, Texas.	354.0	7

MATCH 3

1st Lieut. C.W. Lawrence	France Field, Panama	678.0	1
Captain W.B. Mayer	Dodd Field, Texas.	664.5	2
Captain George Cobb	Maryland National Guard	268.5	3

MATCH 4

2nd Lieut. A.B. Duke	Langley Field, Va.	1756	1
1st Lieut. H.W. Beaton	Langley Field, Va.	1749	2
2nd Lieut. J.P. Kenney	Rockwell Field, Calif.	1442	3
2nd Lieut. D.W. Buckman	France Field, Panama.	1391	4
2nd Lieut. W.A. Matheny	Langley Field, Va.	1304	5

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THIRD ATTACK GROUP CELEBRATES NINTH BIRTHDAY

The personnel of the Third Attack Group, Fort Crockett, Galveston, Texas, observed the ninth birthday of that organization in customary fashion on Saturday, September 13th.

The Officer of the Day, Lieut. Jack Catchings, was rounded up by the enlisted men and placed in a dump cart to lead a procession made up of the Group Band and about 200 or more howling soldiers. Lieut. Catchings with his retinue of cheering cohorts proceeded directly to the quarters of Major Davenport Johnson, Commanding Officer of Fort Crockett. Without further ado, the Major was routed out of bed and placed on trial for appearing before a court in improper uniform. After duly considering the case, the judge, Corporal John Wagner, fined the Major an appropriate amount and lectured to him on the evils of appearing in public in pajamas.

The Officers' Club, which served as a courts-martial room, was jammed with officers awaiting trial for various offenses. From the fines collected the men secured the use of a dance hall, where a good time was had by all present.

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ARMY AIRMAN MAKES TWO JUMPS WITHIN THREE DAYS

The fact that he jumped with his parachute at 4,000 feet from a disabled airplane over Fort Crockett, Galveston, Texas, recently, and thereby joined the Caterpillar Club, apparently wrought no change in the plans of Lieut. Harry L. Clark, Air Corps, 8th Attack Squadron, who was scheduled to make a premeditated jump - into matrimony - two days later, for he was married to Miss Coronal Kercheville at Pearsall, Texas. It was reported that the newlyweds enjoyed their honeymoon at Lieut. Clark's home at Aurora, Ill.

As far as our knowledge goes, there are five members of the fair sex, affiliated with the Caterpillar Club, who hold the warmest regard for the parachute. It is safe to say, however, that their feelings are shared to the utmost by another one of their sex in the person of Mrs. Harry L. Clark.

Congratulations and best wishes to the happy couple.

CONNECTICUT NATIONAL GUARD AIRMEN CONDUCT VERY SUCCESSFUL CAMP
By the News Letter Correspondent

The 1930 Camp of the 43rd Division Aviation, Connecticut National Guard, will be long remembered for several reasons - first, we accumulated a lot of flying time, 238 hours: second, there was such a large number of visitors, among whom were Lieut.-Governor Rogers with a party of friends; General Wm. F. Ladd, our former Commanding Officer; Lieut.-Colonel Rush B. Lincoln, who is Air Officer of the First Corps Area; Colonel Clennard McLoughlin, the senior instructor of the Connecticut National Guard; Lieut.-Colonel Arthur D. Budd, who is about to take Colonel McLoughlin's place; Captain George W. McEntire, Instructor of the Massachusetts National Guard Aviation, who spent the entire period of camp with us; Major Boutwell, the Commanding Officer of the Massachusetts National Guard Aviation; Lieut. Baker, the Communications Officer of Massachusetts National Guard Aviation; Captain Hodges of the Massachusetts National Guard Aviation; Captain Vincent Meloy of the Militia Bureau, and Captain Smith and Lieut. Cummings of the Ohio National Guard Aviation: and third, because of the magnificent new quarters for the officers, which is a concrete building 200 feet long by 40 feet wide, and which contains besides the officers' sleeping quarters a large reception room nicely fitted up with large chairs and lounges, tables and radio, armament room, radio room, lavatories, and heating plant. This building was the admiration of all who saw it.

Most of the time at the camp was devoted to gunnery. Both preliminary and record shooting at ground targets were completed. It is contemplated that as soon as possible after camp the remainder of the course will be completed, viz: bombing and tow target. Lieut. Lester had the highest score at ground targets with a total of 534 points, which will nenessitate his obtaining approximately only 100 points in the next two to qualify him as an expert. While we are not ashamed of the rear-gun shooting, still we haven't much to boast of.

We also cooperated with the 192nd Field Artillery in maneuvers on Stone Ranch, including aerial photos of artillery positions, reconnaissance and communication missions.

The remainder of the camp was spent in training in all phases of communication, message pick-up, radio and panels. One of the pilots became so efficient in message pick-up that he ignored the "fish" and picked up the message with his landing gear. However, for this he was not accredited with an extra point.

A smoke puff range was installed and interesting missions in artillery spotting were worked out. Arrangements were made with the Commanding Officer of the Submarine Base, located at New London, Conn., to carry out communication tests with Subs not submerged, but cruising on the surface outside the harbor. Satisfactory communication was established between the plane and four different Subs within a radius of between 25 and 30 miles away.

On 'Governor's Day," after the quarters and ships were inspected by the Lieut.-Governor and his party, the Squadron put on an Aerial Review. The planes took off in three formations of three ships each, passed in review and then immediately demonstrated the various phases of work carried out at camp.

The Photo Section was extremely busy and did much excellent work under the leadership of Lieut. Fred Sansom. All of the flying personnel had missions in obliques and pin-points. A mosaic, seven miles square, was completed. This mosaic was of one-third of Stone Ranch; the other two-thirds will be completed before the 1931 encampment.

Perfect flying weather was encountered during the entire camp. Promptness at the very beginning of the camp was demanded by Major Johnson, with the result that all of the ships were warmed up and ready to take off each morning at 7:30, and no excuse for any tardiness on the part of a pilot was accepted by the Major.

The camp was a most successful one in every way, and at the Officers' Class on the last day of the camp Major Johnson complimented the officers for their "efficiency, early hour for retiring and high moral standards."

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Nine airplanes from the First Pursuit Group, Selfridge Field, Mt. Clemens, Mich., were flown to Cincinnati, Ohio, on the occasion of the dedication of the Lunken Airport. The pilots composing the flight reported a very successful trip and a pleasant stay in Cincinnati.

SOME HOT SHOTS ON FLIES

"Back in 1921," writes the March Field Correspondent, "Captain H, well known Air Corps officer, commanded an Air Corps organization on the side of Diamond Head, Hawaiian Islands. The outfit was in tents and a temporary wooden structure was used as a mess hall. Due to the number of cracks and holes in the building, it was impossible to keep flies out.

The Department Inspector on his annual inspection noted this, and in his lettor setting forth the irregularities and discrepancies noted, he stated under paragraph 1c 'Too many flies in the kitchen.' It was necessary for Captain H. to answer this letter, replying as to what corrective measures he had taken on these irregularities and discrepancies. Coming to this paragraph, he growled and said: 'What does he mean Too many flies in the kitchen; are we supposed to have any? I'll answer a quick one on that one.' Sitting down he answered paragraph 1 c, as follows: 'Information is requested as to how many flies are allotted to a company of one hundred men.'

The Inspector was hot, but realized that he had worded his phrase poorly. Not to be outdone by a youngster, he came back with this fast one. 'In regard to your request in paragraph 1 c, this information is not available at this time. However, G-4 is working on it and shortly a bulletin will be issued setting forth the Table of Allowances.'"

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TWELFTH OBSERVATION SQUADRON QUALIFIES 100 PERCENT

The 12th Observation Squadron, stationed at Dodd Field, Fort Sam Houston, Texas, recently returned from Bayside Beach, Texas, where during the period of three weeks they participated in the annual gunnery and bombing training.

All of the commissioned personnel participating in the firing made qualifying scores, for out of the 24 officers to fire the pilots' course, 12 qualified as experts, 7 as sharpshooters and 5 as marksmen. Of the 8 officers to fire the observers' course, all qualified as experts. This may well be considered an exceptional record.

The camp was inspected by Brigadier Generals Halstead Dorey and S.D. Rockenbach, both of whom were very complimentary, stating that they had no criticisms or suggestions to offer whereby the camp might be improved.

Very little trouble was experienced with the new O-19B's and the pilots, while at first very skeptical, now have nothing but praise for the new ships.

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FIRST PURSUIT GROUP WELCOMES FRENCH TRANS-ATLANTIC FLYERS

One of the most interesting flights furnished by the 1st Pursuit Group during the month of August was the formation of eighteen planes which on Sept. 17th met Coste and Bellonte and welcomed them to Detroit. The Squadron, led by Captain Victor Strahm, cruised over Toledo until the French plane appeared from the South, and then escorted the French flyers to the Municipal Airport in Detroit. The next day Major Coste and Lieut. Bellonte visited Selfridge Field. Major Coste was extremely interested in the formation flying demonstrated by the Group.

After the demonstration flight, Major Coste personally thanked the officers for meeting them in the air and for the morning flight.

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NINETIETH ATTACK SQUADRON WINS BASEBALL CHAMPIONSHIP

In the presence of the assembled squadrons and detachments of the Third Attack Group, Fort Crockett, Galveston, Texas, Major Davenport Johnson, Commanding Officer of the post, recently presented each member of the baseball team of the 90th Attack Squadron with a gold baseball, this in recognition of the fact that the team won the post championship for 1930. A beautiful silver cup was presented to Lieut. Lawrence Westley, manager of the team, by Major Johnson, who complimented the men for the splendid spirit they exhibited throughout the season. The 60th Squadron, champions of 1929, were considered the best team on the post at the beginning of the season, but they were outplayed by the 90th aggregation in almost every game.

FIRST PURSUITERS WIN AERIAL GUNNERY MATCHES

It was with a great deal of satisfaction that the First Pursuit Group of the Air Corps, Selfridge Field, Mt. Clemens, Mich., noted the outcome of the Annual Gunnery and Bombing Matches at Langley Field, Va., this year. The Group ran away with the contest in one, two, three order, calling a halt on the winning streak of the Pursuiters from Panama.

Lieuts. A.T. Johnson, E.K. Warburton and A.A. Straubel, comprising the team from the First Pursuit Group, were credited with scores of 807, 744 and 725 points, respectively, and headed the competition in the order named. Members of the Group are showing their appreciation of the good work of these pilots in the form of presentation of a saber and a musette bag.

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FOOTBALL STAR TO COACH BROOKS FIELD TEAM

Brooks Field, by virtue of becoming the flying training station for graduates of the United States Military Academy, has been singularly fortunate in receiving splendid coaching material. This has recently been excellently demonstrated in the matriculation of Lieut. John H. Murrel, one of the most outstanding athletes to be graduated from West Point.

Lieut. Murrel won distinction and wide recognition for his expert handling of the full back position on the Army team during the past season, and while at West Point further proved his versatility in sports by outstanding performances in track (hurdles) and La Crosse. Just before reporting at Brooks Field, he spent a portion of his summer coaching the "plebe" football team during their summer training.

By reason of his unusual record, Lieut. Murrel was offered the position of coach of the football team of the Presidio of San Francisco, Calif. He declined the offer, preferring to enter Air Corps training. He also received flattering offers to play professional football with the New York Giants which, as is well known, occupies almost the eminence in football as in baseball, but he also refused to accept same, for to do so would have necessitated his leaving the Army.

Football devotees of Brooks Field feel that their team has more than an even chance of winning the banner of the Eighth Corps Area Conference, and much interest is centered in the team by both Army and civilian personnel of the entire Area.

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CALIFORNIA GUARDSMEN PERFORM CONSIDERABLE FLYING DURING TRAINING

Out of the mass of records from the 1930 training camp, attended by the 40th Division Aviation, California National Guard, comes the following statistics which may be of interest:

Number of aircraft hours flown	351
Number of airplanes	9
Number of man hours flown	675
Number of pilots	13
Number of days flying	11

From these figures it may be deduced that an average of 32 hours per day were flown by the nine ships. Each ship was flown an average of 3½ hours per day. Each pilot flew an average of 27 hours during the camp, besides an average of four hours observer time.

The camp attendance for the unit (115th Observation Squadron) was -

Officer strength	17	Attended camp	15.
Enlisted strength	85	Attended camp	63.

The two officers missing above were both on extended leave, one being out of the State and the other in Europe.

The 40th Division Aviation is very proud of the records made by its enlisted men at the 1930 camp. Although a considerable percentage of them were new at the Army game, each man took his job seriously, with the result that all sections clicked satisfactorily under the guidance of the experienced key men and the supervision of its section officers. The Engineering, Communications and Photographic sections especially, due to more experienced personnel, hung up enviable records.

P-12C's VERSUS LOCKHEED VEGA

Enroute to Minneapolis, Minn., three members of the 17th Squadron, First Pursuit Group, Selfridge Field, Mich., Captain Hoyt, Lieuts. Warburton and Van Auken, figured in an interesting episode which was not included in their program. A Lockheed Vega with N.A.C.A. cowling, faired wheels and other latest improvements, came up and passed their P-12C's. Immediately the three officers changed from cruising speed to "nose down and wide out" for a while and found that they could hold their own with the speedy Lockheed. The airspeed went up to about 185 miles per hour. In climbing, the P-12C's completely outclassed the Lockheed.

Between 9:00 p.m. and midnight, September 18th, the officers above mentioned were made aware of the fact that they were taking off the following morning at 6:00 a.m. for Minneapolis and St. Paul. Accordingly, they cheerfully "gave her the needle" the next morning, still wondering what they were going for. Three of the Group's new P-12C's were used for the trip. Upon arriving at Wold-Chamberlin Field the three Army airmen found plenty to do. They celebrated the dedication of a new airport building, the arrival of Coste and Bellonte at both Minneapolis and St. Paul, and participated in the Army Relief Show at Fort Snelling, Minn.

Not content with the above functions, these officers also lent a helping hand in welcoming the arrival of the Norvegian Ship (name unknown) which had sailed so slowly across the ocean in contrast to the speedy flight of the French "Question Mark."

Captain Hoyt and his two fellow flyers reported that they were well taken care of by the Fort Snelling officers, and their expenses were borne by the Army Relief Show funds. Their home was the Hotel Lowry, and their purchasing power consisted of "signing for it."

The flight returned to Selfridge Field on Monday, Sept. 22nd, O.K., and another cross-country flight was thus successfully completed.

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VIGOROUS WORKOUT FOR MARSHALL FIELD AIRMEN

The annual training program of the 12th Observation Squadron, Air Corps, stationed at Marshall Field, Fort Riley, Kansas, was inaugurated with a bang on September 15th. The program included about every type of mission known to observation aviation, and the pilots as well as the airplanes were given a vigorous workout.

According to the News Letter Correspondent - "The afternoons of golf, swimming, riding, etc., during the summer months seem to have had a stimulating effect on the personnel for, as we return to the serious side of military existence, we find the squadron esprit de corps running high and an abundance of energy. Both the flying and ground personnel are performing their duties with gusto and commendable efficiency. And, too, our new O-25A airplanes are deserving of honorable mention."

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RESERVE OFFICERS COMPETE AGAINST REGULARS IN SHOOT

Wright Field, Dayton, Ohio, on September 19th, was the scene of an interesting pistol competition between the Air Corps Regular officers stationed at that field and resident Air Corps Reserve officers. The result of the "Shoot" was a victory for the Regulars, whose team average score of 84.4 was nearly ten points higher than their competitors.

Lieut. H.G. Crocker, one of the foremost pistol shots in the Air Corps, was "high gun" with an average score of 96 points. In the slow firing, Captain B.C. Hill, of the Regulars, and 2nd Lieut. T.B. Holliday, Reserve, each totalled 97 points. Captain Hill, with 94.5 points, was also high man in the rapid firing.

Scoring perfect marks of 100 points in the quick firing were Major John D. Reardan, Captain C.F. Hofstetter, Lieut. H.G. Crocker and Lieut. J.F. Phillips, of the Regulars, and Major D.M. Warner, Captain W.W. Knisely and 2nd Lieut. Holliday of the Reserves.

Sometime previous to this competition, the same ten Reserve officers on their record of fire on the same course made a team average of 87.5, which score would have won the competition against the Regulars.

Major Reardan, Commanding Officer of Wright Field, states that this competition was conducive of considerable pleasure as well as instruction, and has created much interest among the personnel of Wright Field. He further states that it is planned to have many of these matches and also to engage in competition with teams from other stations.

The scores of the individual members participating in the match between the Regulars and Reserves are given below, as follows:

OFFICERS OF THE REGULAR ARMY

	Name	Percent - Class of Fire Slow	Rapid	Quick	Average
Lieut.	H.G. Crocker	96	92	100	96.
Capt.	B.C. Hill	97	94.5	93.3	95
Capt.	C.F. Hofstetter	95	88	100	94.3
Lieut.	J.F. Phillips	90	84.5	100	91.5
Major	J.D. Reardan	91	78.5	100	89.8
Major	W.H. Crom	90	82	93.3	88.4
Lieut.	H.R. Wells	78	80	93.3	83.8
Capt.	C.F. Greene	69	71.5	80	73.5
Major	H.H. Arnold	81	67	60	69.3
Lieut.	L.C. Hurd	69	44	73	62.1
			Team Average		84.4

OFFICERS OF THE RESERVE CORPS

2nd Lieut.	T.B. Holliday	97	79.5	100	92.2
Captain	W.W. Knisley	89	79.5	100	89.5
Major	D.M. Warner	91	75.5	100	88.8
1st Lieut.	H.E. Smith	87	70	80	79
2nd Lieut.	D.E. Rumel	87	69	80	78.6
Captain	G.R. Larkin	84	74.5	60	72.8
2nd Lieut.	W.L. Boyd	89	67	53.3	69.8
1st Lieut.	R.P. Richmond	82	60	53.3	65.1
2nd Lieut.	S.R. Carpenter	68	55	46.7	56.6
1st Lieut.	W.A. Oswalt	56	61	40	52.3
			Team Average		74.5

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GREAT SNAKES!

Ladies and Gentlemen! We now have before you a genuine rep-tile, the only one in captivity to take a ride in the vertical fin of an airplane! The honor of being the first Air Corps officer to carry a passenger, er rep-tile, in this most unusual place goes to Lieut. A.F. Solter, of the 95th Pursuit Squadron, Rockwell Field, Calif.

Lieut. Solter, who is a full fledged member of the Caterpillar Club and who recently had this unique experience of transporting by air this six-foot gopher snake, had finished bore-sighting his machine guns on the range and left his ship to assist the other pilots. Upon returning to take off, he noticed something protruding from the vertical fin of his ship. Imagine his embarrassment, Ladies and Gentlemen, upon approaching his plane to see the head of a snake popping out of the fin! Undaunted, he flew the ship back to the line.

A council of war was then held as to the best method of ousting the unwelcome passenger, during the course of which an excessive amount of advice was offered. Finally, gasoline was poured into the fin to induce Mr. Snake to make his exit. Consistent and persistent efforts were finally rewarded when the rep-tile lifted his head for a breath of fresh air, and he was extracted by the medium of one pair of G.I. pliers.

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TRAINING ACTIVITIES AT ROCKWELL FIELD

Rockwell Field, Coronado, Calif., was the scene of intense activity preparatory to the start of the training season. All ships were given complete mechanical and structural check and guns were installed. In the 95th Pursuit Squadron, the P-12A's were painted from nose to tail. "A" Flight sports red noses, wheels and tail assemblies; "B" Flight wings through the ether with green as their chosen color, and "C" Flight flaunts a foreboding black. The 95th

is very proud of their equipment and are determined to reach the pinnacles of success again this year.

The 11th Bombardment Squadron has practically all of its "Condors" in commission. These ships were painted, radios checked and insignias placed on the noses. Inasmuch as bombing starts with the training season, the bomb racks were prepared and bomb-sights installed. The 11th Squadron is expected to make a very good showing this season, and everyone can expect to hear from the Squadron in the near future.

The training season opened October 1st with an aerial review by the 11th and 95th. Majors Barton K. Yount and Carl Spatz inspected the personnel and were in the reviewing stand as the B-2's and P-12's roared by in formation. Both squadrons engaged in formation drill for a short time. The pilots were very enthusiastic "to be in harness again," and were high in their praise of the men responsible for the appearence and condition of the ships.

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CLIMBING ABILITY OF THE P-12C.

During the time that several flights of the First Pursuit Group, Selfridge Field, Mt. Clemens, Mich., recently participated in the ceremonies at the Ford Airport incident to welcoming home the National Reliability Tour, Major Gerald E. Brower, the Group Commander, in response to a request of the officials in charge, demonstrated the climbing ability and speed of the new P-12C Pursuit plane. He climbed to 10,000 feet and dove back to the ground in a total time of only five minutes.

Making the flight to the Ford Airport was the Commander of the First Pursuit Group and a composite squadron, consisting of a flight each of P-1's, P-12B's, and P-12C's, led by Lieut. Griffith. The air was extremely rough, and the announcer at the Airport waxed enthusiastic in his comments on the ability of the Pursuiters to stay in close.

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HIGH ALTITUDE FLYING BY 94th PURSUIT SQUADRON

Some of the interesting work recently performed by the 94th Squadron, 1st Pursuit Group, Selfridge Field, Mich., included formation flying at high altitudes. Along this line, in order to effect a good test of oxygen equipment and the feasibility of Pursuit formation at higher altitudes, a cross-country trip was planned to Muskeegan, Michigan, returning at 25,000 feet altitude.

It happened that the City of Muskeegan desired to dedicate its new airport early in September, and the 94th Squadron sent nine ships over for some exhibition work. Each of the three elements of the formation were sent over different routes with orders to rendezvous over Grand Rapids, Mich. Each element arrived at the appointed hour, and the problem proved very satisfactory. From Grand Rapids the three elements flew as one flight to Muskeegan.

The weather was rather warm and, since the problem was conducted at ordinary cross-country altitudes, the heavy winter flying equipment was stowed in the roomy baggage compartment of the P-12's.

After a very enjoyable day and night at Muskeegan (excepting the sand burs collected by all concerned), the pilots all donned the winter suits, boots and gloves and, too, the face masks. Needless to say, oxygen tanks and valves were carefully checked for the 190-mile trip back to Selfridge Field - then off for the higher atmosphere. At 15,000 feet each pilot started using his oxygen, and as more altitude was gained the valves were opened a bit more. No doubt a few of the new pilots experienced some peculiar sensations when they forgot to draw the oxygen into their lungs, or became so interested in formation work that they accidentally dropped the tube out of their mouths, but evidently they found out by experience just how to keep in good condition at the high ceiling.

At between 20,000 and 25,000 feet, the supercharged "Wasps" worked perfectly and carried the little P-12's on a record flight from Muskeegan to Selfridge in just one hour and 15 minutes.

Lieut. Harry A. Johnson, Commanding Officer of the 94th Pursuit Squadron, has had considerable experience in high altitude work, and promises other interesting work with oxygen for pilots in the Squadron. Prior to being assigned to duty at Selfridge Field, Lieut. Johnson served as Test Pilot at Wright Field.

FLYING INSTRUCTORS SCHOOL GOES INTO SESSION ONCE MORE

Officers from various Air Corps flying fields, 21 in all, entered the Flying Instructors' School at Kelly Field, San Antonio, Texas, which started on September 16th under the direction of Captain J.K. Cannon, assisted by Lieuts. C.K. Rich, E.J. Rogers, Jr., and B.M. Hovey, Jr., of Brooks Field.

The officers taking the course are Captain C.W. Ford, Lieuts. J.W.McCauley, J.N. Jones and J.F. Haney of Brooks Field; Lieuts. J.V. Hart, J.P. Bailey, R.B. Williams and C.H. Dowman, of March Field, Calif.; Lieut. E.H. Rice of Dodd Field; Lieut. W.H. McArthur of Maxwell Field, Ala.; Lieut. G.F. Hix of Fort Riley, Kansas; Lieuts. G.F. Kinzie and R.L. Winn, of Fort Crockett, Texas; Lieuts. K.A. Rogers, O.L. Grover, P.B. Wurtsmith and E.H. Alexander, of Selfridge Field, Mich.; Lieuts. H.R. Grater, W.A. Matheny, R.A. Murphy and J.H. Wallace, of Langley Field, Va.

Upon the completion of the course, the officers will be assigned to various school units as instructors.

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AIR CORPS PARTICIPATION IN ARMY RELIEF CARNIVAL IN WASHINGTON

During the Carnival for the Army Relief Fund which was recently held at Washington Barracks, D.C., the Air Corps participated to the extent of sending nine Boeing P-12's of the 1st Pursuit Group, Selfridge Field, Mt. Clemens, Mich., and six Bombers from the 2nd Bombardment Group, Langley Field, Va. The Pursuit ships were from the 94th Squadron, under the command of 1st Lieut. Harry A. Johnson.

While in Washington, the Pursuit flight conducted acrobatics and exhibition flights, and performed exhibition attacks on Bombers, Attack ships and Tanks. The Pursuiters reported an interesting trip and stated that it proved very instructive for the personnel concerned.

Captain St. Clair Streett, Chief of the Flying Branch, Wright Field, was also in attendance at the Carnival, and was very much in evidence flying the Comet Ship, a regular P-1 rigged up with magnesium flares under the lower wing.

Three pilots from France Field, Panama Canal Zone, stationed temporarily at Bolling Field, flew the three ships, known as the "Fireflies," during the Carnival. Their night flights over the National Capital attracted considerable attention and interest. These three officers, Lieuts. Davies, A.Y. Smith and Buckman were at Bolling Field awaiting to return to the so-called tropics.

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A GOLF WAR BETWEEN KELLY AND FT. CROCKETT

At first it was a war of words between the devotees of the ancient Scotch game inhabiting the respective sacred precints of Kelly Field, Texas, and Fort Crockett, Galveston, Texas, but later on, when matters had reached such a stage that there was nothing left to do but "fight," the actual combat took place, and the vanquished golfers were forced to eat their words - and they were some words, believe you me.

The whole trouble started when Captain S.J. Idzorek, Air Corps, Golf Representative of Fort Crockett, addressed the following challenge to the Golf Representative of the San Antonio Air Depot, under date of August 22nd, viz:

"1. On my last trip to San Antonio Air Depot I witnessed what was optimistically described as a 'Golf Tournement' on your Station Golf Course. The start of this so called tournament was most inspiring. Duncan Field's handsomest officers all togged out in short pants and hairy legs gathered about the first tee discussing handicaps, birdies and pars in a most blase and professional manner. Sez I to myself, 'These are Golfers!!!' And then the first foursome tee'd off!!! It was sad - it was true - not a Golfer in the Tournament. My practiced eye noted at a glance that all of your golfers obtained their instructions via correspondence course, but in spite of that it was noted that several showed signs of human intelligence in the manner in which they grasped the golf clubs. With proper assistance and fifty or sixty years of practice you may break 90, and right here the Third Attack Group comes to the rescue!!!

WE WILL TEACH YOU HOW TO PLAY GOLF!!!!!

2. We want about four of your most advanced students of the game to come over some week end and receive the first lesson. We realize just how you will

feel in the presence of greatness, but even a cat may look at a king. We hope you have stout hearts and you will not flinch from a licking. After the carnage, we promise to bind up your wounds, pour oil over your wounded feelings and send you home with smiling countenance. Be brave and come on.

3. Your convenience as to dates will be ours."

According to the News Letter Correspondent - "Gods Own Chosen People," the Third Attack Group golfers, made their challenge to the Duncan Field divot diggers good and actually taught them how to play golf:

Under the subject of "A gentle invitation," Captain Idzorek, under date of September 19th, addressed the following communication to the Golf Representative of Kelly Field, Texas:

"1. Comfortably seated on the heights of Golf Olympus, and twirling our thumbs because all fellow Gods have tumbled before our mighty drivers, mashies, putters, etc., we turn our royal gaze downward towards mother earth and with the assistance of powerful microscopes discover a number of worms dressed like Golfers at Kelly Field. As our Jovian gaze fell upon them they scuttled into their holes and pulled the holes in after them. Please advise me - were they Golf Bugs?

2. If the answer to the preceding question is in the affirmative, kindly dig down into the ground and search. You will know them by their bright color --yellow. Turn a deaf ear to their piteous cries for mercy, and with a button hook pull them out - count them - and tell me how many and when you can make delivery to Fort Crockett, and for a Roman Holiday for Ye Gods Own Chosen People - The Third Attack Group Golfers."

The above communication was forwarded by Major Davenport Johnson, Command-Officer of Fort Crockett, by indorsement reading as follows:

"1. If I can't lick the socks off the Jefe of Kelly Field I will eat some of the above mentioned worms."

A week later, Major F.L. Martin, Commandant of the Advanced Flying School, Kelly Field, Texas, replied to the Fort Crockett Golf Representative to the following effect:

"1. You old turkey buzzards a flying so high, you will never get your lining a flying in the sky; and when you come to earth again, which certainly you must, you will be set upon by doodle bugs, and grovel in the dust. Due to your Olympian heights, and notwithstanding the fact that your vision was aided by powerful microscopes, you were deceived as to the insects you observed, as they were not worms, but bugs. As you noted, they were yellow in color, but you placed the wrong interpretation upon the color scheme as it is indicative of the poisonous quality of the bug. One stung by these doodle bugs will die a lingering death of a ravishing disease, all the more horrible because of the fact that you have tasted of the sweeter things in life and by contrast your suffering will be intense.

2. In accordance with your instructions we have unearthed six of these doodle bugs - a sufficient number to prove the veracity of the statements made hereon.

3. As to the fellow who signed the 1st Indorsement on your letter, I have only this to say: that he is young and looks old; while the one signing this letter to you is old, but young.

4. We will be glad to prove to you that every word we have said is true, on Saturday, October 4th, in the year of our Lord nineteen thirty; and as to its being a 'roaming' holiday for those who have self-designated themselves as 'Ye Gods Own Chosen People,' permit us to be the judge of that matter."

No advice has as yet been received as to the result of the set-to between the golfers of Kelly Field and Fort Crockett.

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AIR CORPS TO HOLD BOMBING PRACTICE AT FORT SILL, OKLA.

The rocky hills in the vicinity of Fort Sill, Oklahoma, will be somewhat reduced in size by the time some of the expert Army Air Corps bombers conclude their warming up practice of hurling some of their most modern missiles of destruction. Three giant Curtiss "Condor" bombing planes from the 7th Bombardment Group, stationed at Rockwell Field, San Diego, Calif., loaded with an assortment of bombs of various types ranging from 300 to 2,000 pounds in weight, on October 20th will journey to Fort Sill, hover over the hills surrounding this famous old Army post, and proceed to lay their "eggs."

The purpose of this mission of destruction is to conduct an actual test of

the functioning of bomb fuses and to ascertain the effectiveness of various types of bombs on extremely hard surfaces. Fort Sill was chosen as the site for this demonstration in view of the rocky hills in its vicinity, and because no other suitable area has been found available in the vicinity of other Army Reservations in the United States. The bombs will be dropped from high altitudes, and Fort Sill lends itself admirably for this demonstration because of the safety it will afford the observing personnel.

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GENERAL FOULOIS VISITS ROCKWELL FIELD

Brig.-General Benjamin D. Foulois, Assistant Chief of the Air Corps, paid Rockwell Field a visit on the first of October. Shortly following his arrival, he inspected the personnel and observed a twenty-minute flying demonstration in formation staged by the 11th and 95th Squadrons.

The General gave the officers of Rockwell Field a short talk, complimenting them on their work, especially the progress made by the Group in radio control. He further expressed his views on the interest the local officers have taken in Squash, pointing out its value to the individual ten years hence. Mention was also made of an Air Corps Squash team which has created quite a furor on the local ranking board.

General Foulois left by air for the East on October 3rd.

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RADIO CONTROLLED PROBLEM CONDUCTED AT ROCKWELL FIELD

The Seventh Bombardment Group, Rockwell Field, Coronado, Calif., engaged in the first radio controlled problem of the season on Saturday, October 4th. Major Carl Spatz directed the Group from the new Fokker plane which has been completely equipped with receiving and transmitting radio apparatus.

Cameramen from the Fox Movietone News were on hand to witness this method of controlling aircraft while in flight, taking pictures which will prove of interest to the people throughout the country.

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NEW ENGINEERING SHOPS BUILDING AT FAIRFIELD AIR DEPOT

The Engineering Department of the Fairfield Air Depot, Fairfield, Ohio, is rapidly completing the move of its departments into the new Engineering Shops Building. It is expected that the assembly of the major engineering activities under one roof will increase the efficiency and operation of the Engineering Department.

Another building of the engineering group is also rapidly approaching completion. When this is finished, it will provide housing for the air compressor units, battery charging department, drafting and blueprinting, and permanent property department of the Station Supply, as well as provide certain storage facilities in connection with the Station Supply operation.

The efforts of the Depot personnel are now being aligned in connection with the recent policy of the Chief of the Air Corps relating to the handling of maintenance and repair of airplanes and motors throughout this Area. It is expected that within a very short time the lapse in overhaul incident to the moving of the Engineering Department will be eliminated and the Depot will again be in shape to meet the demands of the Area as fast as they develop.

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NEW AIRPLANES FOR BROOKS FIELD

The Primary Flying School at Brooks Field, San Antonio, Texas, will shortly receive 37 new BT-2 (Basic Training) airplanes. A tentative list of pilots who will ferry twelve of these planes follows: Lieuts. D.D. FitzGerald, E.H.Porter, H.M. Turner, J.C. Denniston, R.C. MacDonald, L.P. Turner, M.E. Tillery, E.H. Lawson, J.L. Daniel, G.O. Barcus, T.H. Baxter and L.H. Douthit.

The BT-2 planes will replace the DH airplanes, and their advent is being welcomed with acclaim since it is believed that, by virtue of better construction, the use of the new planes will insure greater safety in flying. The DH planes have been in continuous service since 1918.

COLONEL ANDREWS FLIES NEW TRANSPORT

Lieut.-Col. Frank M. Andrews recently landed at Brooks Field, Texas, enroute to Washington, ferrying a Northrop Alpha Transport plane - a low wing, 6-passenger monoplane loaned to the Air Corps by the Northrop Corporation in order to demonstrate its efficiency. It is learned that this plane has a cruising speed of from 135 to 140 miles per hour, a relatively low landing speed and, considering its performance, very low horsepower. The manufacturers claim it will be very economical to operate and will be particularly suitable for transportation of personnel and supplies over long distances.

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AIR CORPS OFFICER EXPERIENCES A MOST UNUSUAL ACCIDENT

Lieut. R.D. (Dick) Reeve, of Brooks Field, who was granted a month's sick leave recently, was the victim of a most unfortunate and unusual accident. While out hunting, he had the misfortune to have a large mesquite thorn thrust directly into his left eyeball. At first it was feared he would lose the eye completely, but under expert treatment at the Base Hospital, Fort Sam Houston, not only was the shape and color preserved, but the sight has been restored to the point that, with the aid of glasses with a special lense for the injured eye, it is hoped he may soon be restored to pilot's status. Lieut. Reeve's ability as a pilot and flying instructor is well known.

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GERMAN WAR VETERAN ATTENDS PRIMARY FLYING SCHOOL

An interesting member of the new class now matriculating at the Primary Flying School at Brooks Field is Captain Gerd Von Massow of the German Army. Captain Massow, despite his youthful appearance, is a real veteran of the World War, having been wounded and twice gassed while serving in the German infantry on the western front. He is already a pilot, having received his initial flying training at the age of eighteen during the closing months of the war. Due to the provisions of the Versailles Treaty, the German Army has no aviation schools, and officers who desire training in aviation must be trained at civilian schools.

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AN APPRECIATION OF LANGLEY FIELD'S SPORTSMANSHIP

The Langley Field football team recently indulged in a hotly contested game with the eleven from Campbell College, Buie's Creek, N.C., and won by the score of 7 to 0.

Several days following this game, the President of the above-named college, Mr. J.A. Campbell, addressed the following letter to Lieut. J.W. Hammond, Asst. Manager of the Langley Field Football Association:

"My son, Dean L.H. Campbell, and coach Dodson reported at chapel such a delightful trip to your place that I am impelled to thank you and your management for your courtesies and kindness shown our young men. They reported that they had never received such a demonstration of kindness as was shown by your entire team and management.

Another thing which I greatly appreciated was the fine conduct of your men and management on the grounds, a thing so often forgotten on the athletic fields. They report that there was no roughness by the team and not a word of profanity was heard.

The members of our team are also loud in their praises of the delightful time you all gave them. These things I have said on behalf of myself as the head of the institution. Please accept from me, for yourself and your team and helpers, my sincere appreciation.

The student body and faculty, by a unanimous rising vote, requested me to bear also a message of thanks to you, and through you to all members of your team and management, their deep appreciation for kindnesses shown our boys."

Good sportsmanship pays, and here is concrete evidence that the efforts of the Langley Field football authorities to run their team on the same basis that college athletics are ordinarily run has borne fruit.

CHIEF OF STAFF INSPECTS MARCH FIELD

The Chief of Staff of the Army, General Charles P. Summerall, with his aide, Captain Forster, visited March Field, Calif., recently. Arriving in Riverside in the afternoon, he was met and escorted to the field by 1st Lieut. Townsend Griffis, A.C., aide during his visit. The General and his party were met at the gate by the Commandant, Major J.T. McNarney, and taken to Post Headquarters.

After inspecting Post Headquarters and visiting with members of the First Division, which he commanded during the World War, the General made an inspection of all activities on the field. The officers and enlisted men assigned to each department were on duty for this inspection.

At 5:00 p.m., a reception and tea was held in the Officers' Club. All officers and their wives, as well as some prominent citizens of Riverside, personally met the General. Following the reception, he and his aide left by motor for Los Angeles, Calif. General Summerall expressed great satisfaction on the condition of the post and its activities and was highly pleased with the appearance of the new construction.

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COW EVIDENCES DISLIKE FOR AIRPLANE

Airdromes are poor pastures was the probable decision of a Waco cow after her bovine majesty came in contact with a Kelly Field airplane one night recently. After she had wrecked the lower wing of the ship, she took off, in Air Corps parlance, without waiting to register a complaint.

1st Lt. Howard K. Ramey, Senior Instructor in Observation, Advanced Flying School, was returning from Dallas in command of a flight of students on a night cross-country training mission. Motor trouble forced one student pilot to land at Waco, and Lt. Ramey nosed his own ship down to help repair the trouble. In the darkness he did not see a cow that had invaded the airdrome.

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27th PURSUIT SQUADRON GOES INTO CAMP

After a ten-day workout at the National Air Races at Chicago, the 27th Pursuit Squadron returned to Selfridge Field, Mich., to find orders for an immediate transfer to Oscoda, Michigan.

As traditional with the 27th, the move was made in a very short time. Camp was established and the machinery set in motion for the annual gunnery and bombing practice. This year's camp proved a very successful vacation for all concerned. After firing, much time was devoted to sports. In addition to the usual athletics, there was a great deal of golfing, boating, fishing and swimming, the nearby lake being exceptionally popular this year.

During the evenings, the fair sex at Oscoda were royally entertained by such devotees to the noble art of dancing as Lieuts. Olsen, Brignall and Davis. Never before, assures the News Letter Correspondent, had men qualified with such exceptional accomplishments, favored Oscoda by their presence.

The golf addicts, Lieuts. Ramey and LeMay, were probably the most sensational ever seen by the natives. The local adherents stood dumbfounded while they watched sensational shots by the squadron champions.

Lieut. Boatner distinguished himself by growing the season's longest and wiriest crop of whiskers.

After most of the firing was completed, those unfortunates who had never ridden in an open-cockpit plane, were given the opportunity and the works. A PT was wound up, and the air was greeted by many new observers.

Many deer were seen by the men while flying over the country, and many of the men will probably return to Oscoda for a few days of hunting this Fall.

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AN ACKNOWLEDGMENT BY GEN. PERSHING

General John J. Pershing recently addressed the following letter to the Chief of the Air Corps:

"My dear General Fechet:

I appreciated deeply your very kind birthday message in behalf of the Air Corps, and to you and all under your command send thanks, greetings and good wishes."

March Field, Riverside, Calif., Sept. 30th.

The present upper class is completing the course of instruction at the Air Corps Primary Flying School. It is now composed of two officers and 28 Flying Cadets. Unless something unforeseen happens, it is expected to send this number to the Advanced Flying School at Kelly Field.

Brig. General Benjamin D. Foulois, Assistant Chief of the Air Corps, made an inspection of the Air Corps Primary Flying School during the week of Sept. 29th. The General made the trip by air from Washington.

An elaborate social season has been planned by the March Field Officers' Club. It includes card parties and dances, one each month during the winter season.

Colonel Art Goebel, Messrs. Roscoe Turner, Rufus Pilcher and other well known aviators of the West Coast visited March Field on September 22nd. After a short visit with friends at the field, they were taken to the Riverside County Fair where they were honor guests.

1st Lieut. Y.A. Pitts was appointed coordinator of instruction for the Primary Flying School. His duties will be to coordinate and supervise instruction and the work of all instructors.

1st Lieuts. Horace S. Kenyon and Leo F. Post were assigned as Commanding Officers of 13th School Group Headquarters and 54th School Squadron, respectively.

Lieut. Earle H. Tonkin was assigned as Commanding Officer of the newly organized 64th Service Squadron.

The present lower class now consists of three officers and 58 Flying Cadets undergoing instruction. They will complete their primary training about Oct.15.

Second Lieut. John E. Bodle, now on detached service as Assistant Football Coach for the West Coast Army Football team, was ordered to Long Beach, Calif., as instructor for the Organized Reserves.

Captain Wm. E. Kepner, having reported from Wright Field, Dayton, Ohio, was assigned as a student in the class which will start training on or about October 15th.

First Lieuts. H.B. Chandler, C.E. O'Connor and 2nd Lieut. Norme D. Frost attended the opening ceremonies of the Boulder Dam at Las Vegas, Nevada, on September 17th. Major Long, of Riverside, Calif., was a passenger in one of the planes.

First Lieuts. Charles H. Dowman, John V. Hart, R.B. Williams and J.P.Bailey were ordered on temporary duty at the Instructors' School at Duncan Field, Texas. First Lieuts. H.A. Halverson, L.D. Weddington and John Glascock were ordered on temporary duty at the Instructors' School to act as instructors.

After enjoying the summer schedule of one-half day periods since July 1st, the new winter schedule which requires duty until 3:30 was put into effect on September 29th.

Third Attack Group, Fort Crockett, Texas, September 15th.

A twenty-seven plane review was held on September 4th in honor of Master Sergeant Lloyd Thompson, Ordnance Department, who retired on that date after 30 years in the service. Captain Virgil Hine, 90th Attack Squadron, led the formation.

On Saturday, Sept. 13th, Mr. and Mrs. Thomas Ragsdale Hancock announced the approaching marriage of their daughter, Lucille Winnifred, to Lieut. Robert Kinder Taylor, Third Attack Group, Air Corps, son of Mr. George Norman Taylor and the late Mrs. Taylor, of Chicago, Ill. The wedding will take place in Galveston at the home of the bride's parents on the evening of October 29th.

The Fort Crockett football team, under the coaching of Lieut. Alfred Lindeburg, is rapidly rounding into shape for their first game which is scheduled for Sept. 28th with the strong aggregation from St. Mary's University at LaPorte, Texas. The Flyers won the game last year by a score of 12-0.

Third Attack Group, Fort Crockett, Galveston, Texas, October 1st.

Six planes of the Group, piloted by Captain Virgil Hine, Lieuts. A.J.Lanier, L.C. Westley, T.W. Imlay, F.E. Calhoun and F.O. Talley, flew to Fort Huachuca, Ariz., on September 19th, to take part in Infantry and Cavalry maneuvers. Major

Davenport Johnson, Commanding Officer of Fort Crockett, Texas, departed a few days later to observe the maneuvers. The planes returned home on Sept. 26th.

The Fort Crockett football team, 8th Corps Area champs for 1929, opened the season with a bang on Sept. 28th when they defeated the strong eleven from St. Marys University at LaPorte, Texas, by a score of 19 to 6. Handicapped by the loss of their captain, Kermit Perkins, star quarter, the team nevertheless made a splendid showing against an eleven famed for its aerial attack. Although not as heavy as last year, the Crockett line showed plenty of power. The backfield needs more training in the aerial department, as their passing defense and offense is weak.

The Fort Crockett eleven, known as the Golden Tide, is scheduled to meet the Brooks Field Flyers at Brooks Field on October 11th. Fort Crockett won the game last year by the score of 13 to 6.

Air Corps Troops, Fort Sill, Oklahoma, October 6th.

Five officers from this field were recently transferred to the Air Corps Technical School, Chanute Field, Rantoul, Ill., for courses of instruction as indicated: 2nd Lieuts. Kenneth P. McNaughton and George G. Northrup, Photograph course; 2nd Lieut. James L. Jackson, Maintenance Engineering course; 2nd Lieut. Lilburn D. Fator, Armament course, and 2nd Lieut. George V. Holloman, Communications course.

One comparatively still forenoon this month, a free balloon rose and sailed away for 15 miles. The time: one hour and 15 minutes. It carried 2nd Lieuts. Gerald G. Johnson, John A. Tarro, Louis S. Wait and Staff Sergeant Douglas M. Tucker.

Three new O-19B Observation planes were ferried to this station from Buffalo, New York, by Major L.H. Brereton, 1st Lieut. C.E. Shamkle and 2nd Lieut. C.K. Moore.

The resignation from the Army of 2nd Lieut. Hudson Chadwick, Jr., has been accepted.

Captain Raymond E. O'Neill, recently transferred to this station from Luke Field, Hawaii, was detailed upon his arrival from Luke Field as Adjutant, Air Corps Troops.

Second Lieut. Charles K. Moore was ordered to Duncan Field, San Antonio, Texas, on detached service for a period of ten days in connection with Air Corps Supply work.

Second Lieut. James H. Roe is spending a twenty-five day leave of absence at his home in Spokane, Washington.

Luke Field, T.H., September 10th.

Training for the month of August consisted of practice flights of pilots to maintain their proficiency, and flights for training of aircraft crews, including armament, administration, airplane mechanics and other duties of enlisted men. All concommissioned officers received instruction in physical training, and troops received instruction in close order drill.

Members of Luke Field were rewarded on the morning of the 7th, after a long wait, when the first of the new Keystone LB-6 Bombers took the air for a test flight. Lieut. W.B. Clarke was at the controls. To date the 23rd Bombardment Squadron and the 72nd Bombardment Squadron each have two LB-6 Bombers available for daily flying.

A DeHaviland Observation plane, piloted by 2nd Lieut. Joseph B. Stanley, Jr., with Staff Sgt. Robert A. Bremer as mechanic, was demolished in a forced landing in a pineapple field near Wahiawa at 8:30 a.m. on the 20th. The accident was caused by motor failure and the plane turned over when it struck and was a complete loss. Neither of the occupants was injured.

The Luke Field Orchestra, composed of Corporal Hodges and Private Ledwith, 23rd Squadron; Privates Lumsden and Dieckman, 4th Squadron; Private Regan, 72nd Squadron, and Privates Brill and Cassidy, 65th Squadron, went on detached service at the Kiluea Military Camp, and returned on the 14th. While there, five concerts were given for the benefit of personnel attending the camp.

First Lieut. Thomas M. Lowe spent 14 days' detached service at the Kiluea Military Camp, from August 4th to 18th.

Captain Raymond E. O'Neill and 1st Lieut. Reginald R. Gillespie departed for the mainland on the August 20th Transport. The former was granted a month's

leave of absence enroute to his new station, Post Field, Fort Sill, Oklahoma. Lieut. Gillespie will report to the Primary Flying School at March Field for heavier-than-air training.

Six Wright "Cyclone" airplane engines were received at this station on August 7th to be installed in the LB-6 Bombing planes now assigned to the 23rd and 72nd Bombardment Squadrons.

According to information received by the Air Office at Fort Shafter, 28 new planes were scheduled to arrive on September 19th on the Transport KENOWIS. Though the message failed to describe the planes accurately, it was believed the shipment contained Attack planes for Wheeler Field and Observation planes for Luke Field. Luke Field expects a number of O-19 Observation planes. This shipment of O-19's is to be assigned to the 50th Observation on its reorganization in the near future.

Sergeant Willis K. Richard, 65th Service Squadron, on detached service at Fort Shafter with Department Headquarters, was transferred to D.E.M.L. at that station and appointed a Master Sergeant. He is serving in his first enlistment in the Army.

Tech. Sergeant Gabriel Klemp, attached to the 65th Service Squadron, was placed on the retired list of the Army on July 31st. In honor of his retirement the entire personnel of Luke Field passed in review before him. With all troops assembled on the flying field, Lieut. John A. Laird, Jr., Adjutant, read a brief resume of Sgt. Klemp's service and, speaking for the Commanding Officer, expressed the appreciation of the military service for his undivided loyalty and service and extended to him best wishes for success and happiness in the future. Following the ceremony, the 65th Service Squadron, of which Sgt. Klemp was a member for the past seven years, was marched to the squadron area, and short farewell speeches were given by Major Kirby, Commanding Officer of Luke Field; 1st Lieut. Carl W. Pyle, Commanding Officer of the 65th Squadron, and by Sgt. Klemp.

Members of the Squadron presented a few gifts to Sgt. Klemp to keep as mementos of his service with them. His duties at Luke Field during the past few years have been in the Parachute Department and in charge thereof, and his responsibilities have been great. In addition to his required duties, "Toney," as he is affectionately known, has been deeply interested in the Luke Field Baseball teams. As player and as coach-manager, he rendered invaluable service to the Luke Field Fliers' team of the Sector-Navy League. Through his playing and coaching, the 65th Squadron copped the Post Championship for the season of 1930, without losing a single game.

Although Sgt. Klemp's retirement is a loss to the Army, he has decided to remain here in the Islands and accepted a civil service appointment in charge of the Parachute Department at Luke Field.

On August 28th, the following promotions in the noncommissioned grades were made for the new units by transfer: To Staff Sergeant - Sgts. Lee V. Axford, 65th Squadron, Clarence G. Culver and Landon A. Harwick, 4th Squadron; John A. Renehan, 65th Squadron; To Sergeant - Corposals Charles W. Davis, New Unit; Alexander Dulevitz, 4th Squadron; James Hartnett, Clarence N. Reily and William H. Terry, 23rd Squadron; To Corporal - Privates, 1st Class, Edward J. Robertson, 72nd Squadron; William Padgett, New Units; Benjamin J. Fredericks and Courtnet Roberts, 23rd Squadron; Privates James H. Crawford, William J. McMichael and Edward V. Noss, New Units; Joseph R. Wasnick, 5th Group Headquarters.

Vacancies were created by transfer of noncommissioned officers to the new units, with the result that the following promotions were made in the organizations indicated: To Staff Sergeant: Sergeants Morris A. Aubree, 72nd Sqdm.; Ted McLeamon, 23rd Sqdn., and Nicholas Thermonos, 4th Squadron. Private, 1st Class, James A. Callender, 5th Group Hqrs., was promoted to Corporal on the 29th.

The Luke Field baseball team departed for Hilo for detached service at the Military Camp on the 1st and returned on the 20th. Playing the "Combined" team of Hilo, the Fliers were defeated 3 to 2 in the first exhibition game which was played on a water-soaked field. Errors figured in all the scoring. In the second exhibition game played there, the "All Hawaiians" team defeated the Fliers 2 to 0. Play was slow at times and, mixed with some spectacular playing by both teams, the game was well worth watching.

Inter-squadron competition for the Kuntz-Moses Athletic Memorial Trophy commenced on the 18th, when the volley ball schedule opened with two lively games. Teams representing Staff, 4th Squadron, 23rd, 65th and 72nd Squadrons and the Recruit Training Center are entered. Play has been exceptionally good, if not better than last year, as several of last year's veterans of each team formed a

nucleus for good team play. Two games are played between each team, and the first half having been completed on the 29th, the standing of the league is as follows: 72nd Sqd. leads with seven victories, no defeats; Staff and 65th Sqdn. each won five and lost two; 4th won two and lost four; R.T.C. won one and lost six, and the 72nd lost all seven games played.

A Sector Volley Ball league was formed with teams representing Fort DeRussy, Forts Armstrong, Ruger, Shafter, Kamehameha and Luke Field entered. Candidates for the Luke Field Volleyball team were selected and scrimmages are held Wednesday and Saturday afternoons on the post volley ball courts.

Nichols Field, Rizal, P.I., September 3rd.

66th Service Squadron: Captain William O. Butler was relieved from command of the 66th Service Squadron and has taken over duties of Executive Officer and Post Adjutant. Captain V.L. Burge assumed command of the Squadron.

First Lieut. Charles Douglas was transferred to the 2nd Observation Squadron.

Money was appropriated for a new set of barracks for the 66th and work will start in the near future.

28th Bombardment Squadron: Among those who left Manila during the hot season for Baguio were Lieuts. Grisham and Salsman, Staff Sgt. King, Sgt. Dyttmer and Privates Baker and Hufnagel.

The 28th received its allowance of the new type steel wall lockers, and they are a big improvement over the old ones.

2nd Observation Squadron: During August, members of the organization participated in a number of cross-country flights to Del Carmen, San Miguel, Lingayen Gulf, Carranglan and Calamba.

The rainy season let up during the month, and flying was possible every day. Aircraft time increased to 180 hours, with a daily average of four ships in commission.

On August 1st, the command of the Squadron was relinquished by Captain B.F. Giles to Captain A.E. Easterbrook. Captain Giles proved a very efficient and popular Squadron Commander, and the Squadron was sorry to see him leave. However, in having Captain Easterbrook take command, they are sure of the continuation of old policies and traditions.

Several other officers are making preparations to leave on the October transport. Lieut. Hayward received orders to go to Chanute Field.

Kelly Field, San Antonio, Texas, September 18th.

Lieut. F D. Lynch was transferred to Dodd Field where he will succeed Lt. A.W. Marriner.

An informal dance was given at the Aviation Club by the Flying Cadets of Kelly Field on the night of September 12th for the officers and ladies of Kelly Field and Brooks Field.

Lieut. Edgar E. Glenn recently arrived at Kelly Field from Muskogee, Okla., and was assigned to the 42nd School Squadron for duty.

The following-named enlisted men of Kelly Field are attending the preparatory school at Fort Sam Houston for candidates for the U.S. Military Academy: Privates George I. Rhoades, Jack W. Hickman, Charles F. Smith and Richard I. Newcomb.

Lieut. Stanton T. Smith received orders to report to Fort Benjamin Harrison, Indiana, for duty.

Major C.L. Beaven, Flight Surgeon, received orders for duty in the Office of the Chief of the Air Corps, effective December 1st.

Major C.L. Beaven and Major C.L. Tinker left Kelly Field on the morning of September 18th for a 10-day hunting trip in Mexico, conducting their hunting on a ranch about 75 miles from Del Rio.

12th Obs. Group, Marshall Field, Fort Riley, Kansas, Oct. 2nd.

Major Junius W. Jones, Office Chief of the Air Corps, made an inspection of the records of this Squadron recently.

Lieuts. Gilger, Wright and Sherwood flew three ships to Emporia, Kansas, for the American Legion Celebration on September 1st.

Major Pratt, of Fort Leavenworth, at one time Flight Surgeon of this Squad-

ron, visited this field, accompanied by Major Miller of Fort Leavenworth.

Lieut. Dyke F. Meyer, pilot, with Captain Burton C. Andrus, Cavalry, passenger, left this station September 26th on an extended cross-country flight to Buffalo, N.Y., and return, via Scott Field, Ill., and Wright Field, Ohio.

Captain Ross F. Cole, of this Squadron, won the consolation of the "Bit Flight" in the golf tournament held at Fort Riley last month. We dare say that is responsible for his apparent reluctance to indulge with we embryonic golfers. Speaking of golf, the other day Lieut. W.H. (Pop) Sherwood drove a ball 250 yards - yes, really, but that is not the main point of the story. It happened that a golf bag belonging to another golfer ahead of him was in the path of Pop's ball (in the Fairway, remarkable as it may seem) and said ball rolled right into said bag. Those who know Pop can appreciate his embarrassment. He refuses to state whether or not he is of Scotch instinct - pardon the error, I mean ancestry - but, anyway, he failed to be amused over the incident until he had retrieved his ball. We are glad you didn't lose it, Pop - we enjoy playing with you.

Scott Field, Belleville, Ill., September 27th.

A flight of nine O-19's, commanded by Lieut.-Col. John A. Paegelow, went to Cincinnati Sept. 26th, to participate in the dedication of an airport.

Lieut. and Mrs. Courtland M. Brown will depart to Chanute Field, Ill., for station, where Lieut. Brown will take the photographic course.

Col. and Mrs. Jacob W.S. Wuest, of Chanute Field, were guests at Scott Field on September 21st.

Major M.F. Davis, of the Office Chief of the Air Corps, stayed overnight Sept. 26th at Scott Field while enroute to San Francisco, Calif.

115th Obs. Squadron, Calif. National Guard, Los Angeles, Sept. 22nd.

Major Jeffers, Commanding, announced the following Squadron Awards for efficiency among the enlisted personnel at the 1930 Camp: Best Recruit, Pvt. Philip Kraft; Best Private, Pvt. S.B. Hoxie; Best Corporal, Corporal V.J. Warne; Best Sergeant, Sgts. Jackson and Aush. These selected men, whose work was outstanding, will have their names engraved on the perpetual trophy, a large and beautiful silver loving cup, which is one of the Squadron's prized possessions.

The 115th welcomes its newest officer, Lieut. Richard Hoffman from last year's Kelly Field class.

Congratulations are extended 1st Lt. John Noe on his recent promotion.

Lieut. Leonard E. Thomas was welcomed back to duty on Sept. 21st, after four months travel abroad. He reports an interesting trip around the globe by ship, train and plane, and that all is quiet on the western front; that France's grapejuice industry is booming, and that the two-liter mug is still the important object in Germany.

Lieuts. Miller and Sewall, following their active duty with this Squadron, put in several days more with the 251st Coast Artillery, Calif. National Guard, at Fort McArthur, San Pedro, recently. Flying, spotting and tow-target missions for this recently converted anti-aircraft unit, they were able to take part in some very interesting work.

Lieuts. Carroll, Robinson and Wallen, of this Squadron, left on Sept. 23rd in two H's and one B.T. for Boston to attend the National Guard Convention held there. Passengers were General Mittelstaedt, Adjutant General of the State; Col. Otto Sandman, C.O. of the 143rd Field Artillery, and Captain G.M. Stout of the State Staff. Some 7,000 miles will be covered in a period of three weeks.

Selfridge Field, Mt. Clemens, Mich., October 1st.

57th Service Squadron: A dinner in honor of the Squadron baseball team, Post Champions for the past season, was held in the 57th Mess on the night of Sept. 24th. Individual medals were awarded to the players, and the Squadron received a handsome cup from the Rawlins Manufacturing Co. The following players received the individual awards: 1st Sgt. Frank C. Comerio, Staff Sgts. Ira C. Lee, Vincent A. Freedlund, Sgt. Jenness C. McMillin, Corporals Harold L. Clancy, John W. Delaney, Arnoldo Filiberti, Pvts. 1st Cl. Joseph Early, Elmer C. Everett, Donald Gagnier, Frank M. Lyons, Harold J. Perry, Carl E. Soderstram, Privates Harold A. Bindon, Raymond F. Hatcher, Glenn L. Tatham, Joseph W. Wells.

In addition to the team, the following officers were guests: Major George

H. Brett, Major Gerald E. Brower, Major Orlando J. Posey, Capt. Victor H.Strahm, 1st Lieuts. George Wald, Harry A. Johnson, Walter E. Richards, Joseph T.Morris, Aubrey B. Ballard, R.E. Culbertson, Marion L. Elliott, 2nd Lieuts. John W. Kirby, Arthur W. Meehan, Stuart P. Wright, Clarence F. Hegy, Capt. Ross G.Hoyt and Chaplain Pierre H. Levesque.

Practice of the post football team started Sept. 16th. This is the first season Selfridge Field has attempted to put a Post team in the field, so little is known of the prospects. Hitherto all football activity has been in the squadrons. The team is being coached by Lieuts. Harbold and Meehan.

Lieut. Paul M. Jacobs, of this Squadron, made an extended cross-country to Salt Lake City and return, September 8th to 13th, his route being Chicago, Sioux City, Bismark, Miles City, Great Falls, Salt Lake City, Cheyenne, Sioux City, Chicago, Selfridge Field.

17th Pursuit Squadron: Returning from the gunnery camp at Camp Skeel, Oscoda, Mich., the last week in August, the Squadron resumed its activities at Selfridge Field. All members of the 17th qualified as expert aerial gunners. Both P-12's and P-1's were used in the shooting.

Captain Ross G. Hoyt assumed command of the 17th Squadron Sept. 4th, relieving Lieut. Robert D. Moor, who remains with the Squadron as second in command. Captain Hoyt reported from the Air Corps Tactical School, Langley Field.

Six new P-12C's were received from the factory Sept. 7th, being ferried through from Seattle by members of this command.

2nd Lieut. Orrin L. Grover, Engineering Officer, departed for the Air Corps Training Center, San Antonio, Texas, Sept. 1st. Other officers leaving the Squadron are Lieuts. Koons, Putt and French, on Sept. 30th, for the Air Corps Technical School, Chanute Field.

On Sept. 21st, the 17th Squadron furnished a flight of six airplanes to take part in the local celebration of Von Steuben Day. This flight appeared over Belle Isle off the City of Detroit at 3:00 p.m., and honored the ground ceremony by flying formation for a few minutes over the Island.

Everyone who knows Lieut. Carl Feldman will be glad to know that he has been released from Walter Reed Hospital and returned to duty with the 94th Squadron on September 16th. Carl has recuperated from his crack-up in Chicago and claims he is very little the worse for wear except that he very nearly choked to death the other day when some taffy candy he was eating pulled his new "store teeth" out.

94th Pursuit Squadron: Atlanta has its Bobby Jones, and the 94th Squadron has its miniature golf champions. These champions won their honors on the 94th Individual Golf course, the first course to be constructed, owned and operated by an individual squadron.

In order to make the competition as keen as possible, three valuable prizes were selected for the winners, and it goes without saying that the above mentioned "Bobby Jones" never did shoot a more closely contested match.

The champions, Pvts. 1st Cl. Fleming and Hargraves, who won first and second places, respectively, received a gold wrist watch each, and for his skill in winning third place Pvt. Getz was awarded a fountain pen.

Lieut. N.B. Harbold, who has been on duty at Kelly Field, Texas, reported for duty at Selfridge Field a few weeks ago and was assigned to the 94th. The entire Squadron welcomes "Skippy" and wishes him an enjoyable tour of duty at Selfridge.

Bolling Field, D.C., October 7th.

The French flyers, Coste and Bellonte, arrived here on Sept. 7th, and after a warm welcome and stay in Washington, left on the morning of the 9th for the Curtiss Airport, New York, from which place they started on their tour of the United States, Lieut. R.A. Hicks, of Bolling Field, acting as escort for them.

Major Bernard Cane and 1st Lieut. Marshall C. Hoppin, brother of Lieut. Bushrod Hoppin, Regular Army, reported here recently for two weeks' reserve training.

Lieut. C.W. Cousland flew the Secretary of War on an inspection trip of the Mississippi Flood Regions recently. There were ten in his party, and they took off in two tri-motored Ford planes. Lieut. Beery, of Wright Field, flew the other Ford plane.

Lieut. Giovanolli was much in evidence during the Carnival at Washington Barracks, as he was flying a Pursuit plane bursting balloons.

The Bolling Field pilots were kept very busy the past month, flying practically all over the country, as usual.

Captain Baker left October 2nd by train for the West Coast to ferry back one of the new BT-2A planes just completed at the Douglas Factory at Santa Monica, Calif.

Lieut. D.W. Goodrich, piloting the Fairchild photographic ship, left Oct. 7th on quite an extensive photographic mission in the vicinity of Detroit, and bordering the Great Lakes.

Staff Sgt. Malone, after having served thirty years faithfully and creditably with the United States Army, retired on September 30th, the Bolling Field Detachment turning out in his honor.

Rockwell Field, Coronado, Calif., October 6th.

Retiring from the Army on Sept. 2nd, after 30 years of faithful service, Staff Sergeant John Carrick, 11th Bombardment Squadron, watched the 11th and 95th Squadrons pass by in an aerial review flown in his honor. At the end of the review, Sgt. Carrick was presented by his Squadron mates with a gold watch as a token of their esteem and good wishes.

The 11th and 95th Squadrons held a joint picnic at Rosarita Beach on Sept. 5th as a farewell to those officers who were leaving for Chanute Field. A "large afternoon" was had by all, and the venture was pronounced a huge success.

Major Barton K. Yount assumed command of Rockwell Field the first part of the month, after having completed his course at the A.C. Tactical School. Major and Mrs. Yount are now at home in the same set of quarters they occupied on a previous tour of duty at Rockwell Field. This command is very happy to have Major and Mrs. Yount with us, and we are looking forward to a new era of good times for the Rockwell "family."

1st Lieut. Ralph Snavely, who reported here for duty, was assigned to the 11th Bombardment Squadron. For some time past he served as an Instructor in the Bombardment Section at Kelly Field. The personnel of the 11th are expecting Lt. Snavely to engrave his name further on the roll of success, due to the work he is doing on the "Conqueror" motors in his capacity as Engineering Officer.

2nd Lieut. Thaddeus Terry, A.C. Reserve, a graduate of the Naval Aviation School at Pensacola, Fla., was assigned to the 95th Pursuit Squadron.

During the period of maintenance, preparatory to the start of the training season, quite a few officers took leave. Rockwell Field was a rather deserted spot, and those officers who remained had to be content with watching the Navy fly. No Army ships left the ground during maintenance except for test.

Rockwell Air Depot received the Hobart washing machine for the cleaning of engines and parts, and same has been installed.

Work was started on the installation of additional gas tanks for the test blocks to provide both ethylized and white domestic gas in the block test of engines.

BT-2B type airplanes have been passing regularly through the Rockwell Air Depot for mechanical check-up, enroute from the Douglas Aircraft Company to the various Air Corps stations.

Laying of steam lines from the boiler of the Engine Repair over to the north corner of the building to connect with a new steam engine cleaning vat has been started.

Lieut. Barney McK. Giles reported at Rockwell from March Field on August 23rd, relieving Lieut. Raphael Baez as Post Engineering Officer. In addition, Lieut. Giles was made Chief Engineer for the Depot Supply. Lieut. Baez was ordered to the Air Corps Training Center at Duncan Field.

Fairfield Air Depot, Fairfield, Ohio, Sept. 30th.

Major A.L. Sneed, our new Commanding Officer, flew to Washington on Sept. 17th for conference in the Office Chief of Air Corps, returning the next day.

It has been intimated that Captain John M. Clark will leave us shortly for California climate. In more ways than one we are going to regret losing him.

General H.C. Pratt, Chief of the Materiel Division, and Colonel Crane from the Budget Office made a tour of inspection of the Depot.

Captain Edward Laughlin recently returned from a tour of inspection thru the East, where he visited various airplane and motor activities handling contracts and furnishing equipment for the Air Corps. He visited Pratt & Whitney

Co., Hartford, Conn,; the Wright Aeronautical Corporation at Paterson, N.J.; the Fairchild Co. at Farmingdale, and other aeronautical industrial plants.

Lieut. M.B. Asp was appointed Police Officer. Result - the grass has been cut, weeds pulled, shrubbery trimmed and gravel paths between buildings improved.

Many visitors, a bit too numerous to mention accurately, were at the post during the past two weeks, viz: Lieut. Umstead, piloting a Fleetster, with Asst. Secretary of War Davison as passenger, on Aug. 31st, enroute from Scott Field to Bolling Field - Messrs. Priddy and Fruzie in a Waco from Ostrander, Sept.4th, enroute to Findlay - Lieut. Kenney and 5 passengers from Rockwell Field on cross-country mission to Wright Field - Lieuts. Williams, Hansen, Sgt. Reeny and Corporal Evans from Crissy Field on cross-country flight - Lieuts. Tellman, Pineens, Waitkus, Norman and Rhudy from Selfridge Field to ferry to their home station planes overhauled at this Depot - Captain John G. Colgan on cross-country flight from Lunken Airport, Cincinnati - Lieut. Bushong from Cleveland to ferry an O2-H airplane overhauled at this Depot back to his home station - Captain Aubrey I. Eagle enroute to San Francisco - Lieut. Gardner from McConnell Field to ferry to his home station an O-11 overhauled at this Depot - Captain Wright in an O-11, with Major Dawson as passenger, from Richards Field, on a cross-country mission enroute from Bolling Field - Lieut. Pugh, pilot, and General Ford, passenger, in an A-3 plane, enroute from Scott to Bolling Field - Captain Henry Pascale, formerly stationed at this Depot, enroute from Bolling to Chanute Field - Major Houghton and Lieut. Mills, Middletown Air Depot, on cross-country flight - Major George H. Brett, Commanding Officer, Selfridge Field, enroute to his home station from Lunken Airport - Lieut. Stranathan from Bolling Field and Pvt. Joseph K. Szymkiewicz, Fairfield Air Depot, departed for Bolling Field Sept. 28th.

Capt. George E. Thompson, QMC, reported for temporary duty Sept. 26th as Post Quartermaster during absence of Capt. John L. Corbett, now on two months' sick leave at El Paso, Texas.

Lieut. and Mrs. George V. McPike are settled in quarters at the Depot.

Staff Sgt. John McKenna, Burgess Field, Uniontown, Pa., reported for temporary duty Sept. 16th to pursue a thirty-day course of instruction in engine repair.

2nd Lieut. Charles G. Brown, A.C. Reserve, was on active duty at this station Sept. 12th to 25th, inclusive.

Private John R. Fullaway, Medical Dept., is on detached service in Washington, D.C., for the purpose of taking a three months' course in X-Ray work at the Walter Reed General Hospital.

The Ladies' Golf Club of the Fairfield Air Depot accepted the challenge from the ladies of the Dayton Country Club to play a match on October 1st. Wednesday is known as "Ladies' Day" at the Club, and all those participating in the golf matches enjoyed the day very much.

The Officers residing on the Post were scheduled to play a competitive golf match on October 8th with a team picked from the officers living in Dayton, Fairfield and Osborn, the losing team to pay for a stag dinner at Side Slip Inn the same evening.

The Robins Cup Tournament was played in August, the cup being donated by Major and Mrs. A.W. Robins. Lieut. C.D. McAllister won the cup for officers and Mrs. Orval Cook won the cup for ladies. Lieut. Donald F. Stace and Mrs. Omer O. Niergarth were runners-up for officers and ladies, respectively. This Cup Tournament has been played for the past three years.

Although our Air Corps representatives, Captain John M. Clark and Lieut. Donald F. Stace, did not finish in the finals of the Army Golf Championship at Fort Leavenworth, we compliment them upon their showing.

Brooks Field, San Antonio, Texas, October 1st.

Brooks Field personnel were scheduled to participate in the elaborate reception to be tendered Messrs. Coste and Bellonte on October 1st. Planes from Brooks Field, in units of three, were to fly over Winburn Field, where the noted French airmen were to land, and then follow a detailed course to include an extensively centralized area, the Brooks Field planes to be followed in the review by Kelly Field, flying the same number of planes.

Brooks Field hangars are assuming new and much more attractive exteriors since the application of fresh coats of paint. No money was allotted for painting the 16 hangars, but the Quartermaster of the Field - as Quartermasters some-

times are wont to do - found a sufficient amount of paint, and so the personnel of the respective hangars are doing the painting job themselves during their spare hours.

Capt. Louis R. Knight, Director of Training at Brooks Field, went to Buffalo, N.Y. to ferry an XPT6A from the Fleet Aircraft Co. at that place to Brooks Field.

2nd Lieut. Signa A. Gilkey flew to Chanute Field Sept. 19th to transport enlisted men to the Technical School and to return graduates to their stations at Brooks and Kelly Fields.

Captain Christopher W. Ford reported at Brooks Field from duty with the Organized Reserves at the Army Base at Boston. He was detailed on special duty as a student in the Flying Instructors' School at Kelly Field.

The following-named Brooks Field officers were detailed to special duty as Instructors in the Flying Instructors' School, Kelly Field, which started Sept. 15th: 1st Lieut. Clyde K. Rich, 2nd Lieuts. Elmer J. Rogers, Jr., and Burton M. Hovey, Jr. Officers placed on special duty with the Flying Instructors School, in addition to Captain Ford, were 2nd Lieuts. James W. McCauley, John J. Jones and Jordan F. Haney.

2nd Lieut. Walter G. Bryte, Jr., went on a month's leave Sept. 20th.

Captain Gerd von Massow, Imperial German Army, was authorized by the War Department to matriculate in the Primary Flying School, and to report Oct. 5th.

2nd Lieut. Allen J. Mickle is absent on a month's sick leave.

1st Lieut. E.D. Jones reported here from Panama. He was cordially welcomed, especially by a number of old timers who served with him in days of yore and on the border patrol.

Lieut. D.D. FitzGerald, Director of Ground Instruction, was granted a month's leave of absence which he is spending with his parents in Miami, Fla.

Lieut. R.D. Knapp returned from a month's leave and was assigned as Commandant of Cadets.

Brig. General Benj. D. Foulois, accompanied by Major W.G. Kilner, Executive, Office of the Chief of Air Corps, Captains A.B. McDaniel and H. M. McClelland, visited Brooks Field October 9th on their return from a trip to the West Coast as a part of an extended inspection tour. While here, General Foulois conferred with Lieut.-Col. Clagett and the department heads as to the training methods, etc. of the Air Corps Primary Flying School.

A boxing and wrestling card recently held at the Balloon Hangar went over in big style. This was the first of a series of cards to be held monthly by the Brooks Field Athletic Association for the members, their friends, and the public.

The Program consisted of four boxing matches and one wrestling exhibition. The main event, an eight-round bout between Bill Williams and Kid Burns, the former of Brooks Field and the latter of Dallas, Texas, resulted in a victory for Williams, who knocked out his opponent in the second round. Jack Tesser, of Brooks Field, won handily over Bobbie Fairlee, of Kelly Field, in the semi-final, being awarded the referee's decision after six rounds of clean cut fighting. The Brooks Field "pug" entered the ring under a great handicap, having suffered a broken thumb while undergoing training. He stuck it out gamely, however, and was rewarded by the decision.

Orozyco, of Brooks Field, and Blocker, 12th Field Artillery, Ft. Sam Houston, battled four rounds, the former gaining the referee's decision.

Bill Cavanaught, of Brooks Field, and "Battling" Burns, of San Antonio, put on an exhibition boxing match, a draw being the verdict. Burnett and Kennedy, both of Brooks Field, exhibited their skill on the mat, and the former won in two straight falls of four and five and one-half minute durations, a series of flying mares doing the work for the first fall and the hammer lock for the second.

Bigger and better fighters and wrestlers will be lined up for future cards, thus assuring good programs in the future.

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F O O T B A L L

MAROONS AND FORT CROCKETT IN A TIE

By Jack Germaine, Army Sports Reporter

Fort Crockett's Golden Tide, reigning Eight Corps Area football champs, flew to Brooks Field, heavy favorites to trounce the Brooks Field Maroons, and did well to gain a 7 - 7 tie verdict, being completely outplayed and outclassed in

every quarter but the second, when the Golden Tide took advantage of breaks to score their lone touchdown.

The game was played in a sea of mud on the Brooks Field gridiron before a crowd estimated at 2,000, which included scouts from the local Army grid teams (especially the Kelly Field representatives).

The poor condition of the gridiron caused frequent fumbles by both teams. A clear field would have favored the local airmen, which clicked like a veteran machine in their first appearance of the season. The Maroons performed exceptionally well, their new style of offensive, although crude in its execution at times, was nevertheless effective throughout.

The Brooks Field Maroons presented a team much stronger than that of last year and will bear plenty of watching in the Army football league. Prospects for a championship team were never so bright as they are this year, Lieut. John Murrel, tutor of the Maroons, stated after the game.

The Fort Crockett Golden Tide also presented a good team, but their performance could in no way compare with that of last year, the absence of their outstanding performer, "Red" Lashley, being very much in evidence.

Crockett won the toss and chose to receive. Sartain, quarterback for the Maroons, who played a heads-up game for the locals, kicked to the Tide's 15-yard line, and Crymes was downed in his tracks. On the first play, Crockett fumbled and Sartain recovered for the Maroons. Murrel went off tackle for an 8-yard gain. Brooks was penalized 10 yards for offside and delaying the game. The Golden Tide's forward wall held and they took the ball on their own 11-yd. line and punted out of danger. Again the Maroons marched down the field, this time to the three-yard line, where they again met a stone wall. The quarter ended after Bentley had kicked out of danger with the ball in possession of the locals on Crockett's 10-yard line.

Fort Crockett came back a different team in the second quarter, taking advantage of a Maroon fumble and bad pass from center in the middle of the second quarter to take possession of the pigskin on Brooks' 6-yard line. Three times the Tide's backs met a stone wall and were repulsed, but on the final down a short pass, Going to Thomas, went over the goal into the hands of the waiting Tide's right end for a touchdown. A neatly placed kick by Bentley was good for the seventh point. The half ended with the ball in Crockett's possession in midfield.

Bentley, Crockett back, had just kicked off to start the third quarter, when Murrel took the ball on his own 20-yard line, and behind the excellent interference of Girard and Sartain, evaded the last Tide tackler in midfield and dashed unmolested the remainder of the field for a touchdown, amid the cheers of the large gathering. Sartain's place kick soared over the bar and the score was seven to seven.

Porter and Arner for the Maroons and Thomas of the Tide were outstanding in the line, while Murrel, Pratt, Felton and Sartain performed exceptionally well for Brooks, and Crymes, Smith and Bentley featured for the invading eleven.

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FOOTBALL AT LANGLEY FIELD, VIRGINIA

Langley Field has definitely committed itself to a program of bigger and better sports and recreation development, with the idea not only of benefiting the post personnel, but of bringing to the Virginia Peninsula and its citizens a better appreciation of the Army and its personnel.

Langley Field hopes to make its teams known not only for their athletic ability but for their sportsmanship. Following out this idea, the Langley Field athletic authorities during the past few months arranged for many football games with colleges. This will be the first time the Virginia Peninsula has had so many college games on local gridirons. The people of the Peninsula are taking a great interest in the Langley Field team, and it is expected they will turn out in large numbers to witness the home games. The football program has been issued by the Langley Field Athletic Association, and the business men of the communities near Langley Field have shown their support by taking all the available advertising space in the program.

Langley Field will have three complete teams this fall. At the beginning of the season on August 26th, 140 candidates reported for football practice, and while the coaches were hard put to cut the squad, it has been finally cut to the 40 men who will carry on to the end of the football season. There is little to choose between the 40 men who make up the squad and little difference

between the ability of any of the three teams. Consequently, prospects look extremely bright for a successful season, and the Langley Field team should be able to win a majority of the games on its schedule.

Many football scribes have stated - a team's strength depends on its available reserves. If such is the case, Langley Field is well taken care of in that respect, and while the coaches are not entirely sanguine about the chances of going through the season undefeated, they are certain that the opposing teams will know they have been in a football game. Langley Field's hope is to develop an Air Corps football team with a reputation which will rival that of the famous Marine Corps team at Quantico.

The first game for the championship of the Southern District, Third Corps Area, will be played with Fort Monroe at Langley Field Nov. 1st. When Langley and Monroe get together for an athletic contest there is certain to be a colorful exhibition. Last year Langley was fortunate and beat the Monroe team 39 to 6. However, Fort Monroe has been strengthened by the addition of several men who played on the Fort Eustis team last year, and it is expected that this game will be very close.

After the Fort Monroe game comes the one with Fort Eustis on Nov. 5th at Fort Eustis. The Eustis team is somewhat handicapped in having lost a number of their players due to transfer of several organizations from Fort Eustis to Fort Monroe. Last year's Langley-Eustis game was very close, and it was anyone's game until the final whistle. The final score was Langley 7, Eustis 6.

Nov. 8th the team will take its second trip, this time to Wilson, N.C., for a game with the Atlantic Christian College, which has an outstanding record among the smaller colleges in this section of the country.

Three days after the Atlantic Christian game, on Nov. 11th, the team will play the Potomac State Teachers College in Newport News as an Armistice Day attraction which is designed to give the fans of the Peninsula an example of real football. Potomac State last season had a very successful team, and as most of their last year's team is back, Langley will have plenty of opposition.

Probably the hardest game of the season will be that with Gallaudet College of Washington, D.C. Last year this team had the third highest scorer in the country as one of its backs, and the team was a constant threat to its opponent's goal line. This game will be played on the Langley gridiron, where the team should have plenty of support from the Langley Field soldiers. This makes five games during a period of 15 days. Reserve strength in these games will be of vital necessity if the team is to be successful.

The final scheduled game will be on Nov. 28nd with Oak Ridge Military Institute, which has a reputation for turning out successful football teams. Their total score for the 1929 Season runs up into large figures. They pack a terrific wallop and have plenty of speed.

If the Langley team is successful in winning from Monroe and Eustis, thereby winning the Southern District Championship, the team will meet the champions of the Northern District for the Corps Area Championship at Langley Field on November 27th. In 1929 the team won the Southern District Championship, and in the Corps Area Championship played against the Carlisle Barracks team at Carlisle, Pa. Although the Langley team put up an excellent brand of football, they lost to the Carlisle team.

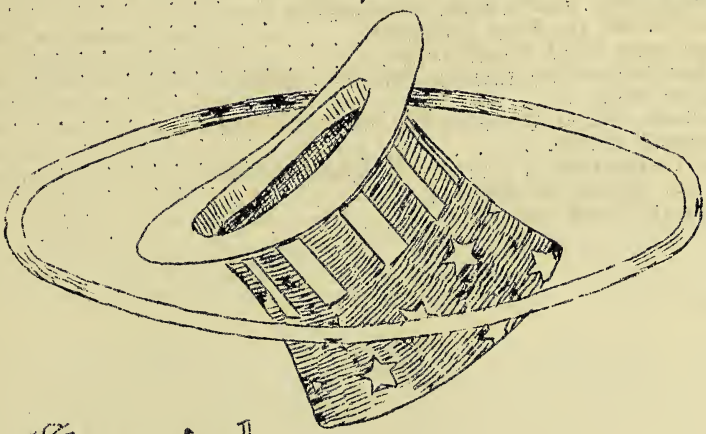
Langley Field is fortunate in having a first class coaching staff to drill the football squad. Captain George L. Usher is at the head of the coaching staff and has as assistants 1st Lieut. George G. Lundberg, who formerly played End on the University of Pennsylvania, and is now coaching the Langley Field ends; and 1st Sgt. Steve Stanowich, who is well known as a Tackle on the All-Army team at Fort Benning and is probably one of the best linemen any Army team has had.

Practically all of last year's successful team is available this year and, in addition, there are several excellent former school and college football men who hope to give some of the last year's players a stiff battle for their jobs. The officers and men of the post are giving their unfailing support to the football team and everyone expects a successful season will result.

Thus far Langley Field has played three games, winning from Campbell College 7 to 0, and losing to William and Mary 19 to 7 and to the Quantico Marines 7 to 0.



AIR CORPS NEWS LETTER



Special Rickenbacker Number

— ISSUED BY —
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

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Information Division, Air Corps | November 14, 1930 | Munitions Building, Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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COLONEL RICKENBACKER PRESENTED WITH MEDAL OF HONOR

The highest recognition it is possible for this nation to bestow upon an individual for bravery and intrepidity in war time - the Congressional Medal of Honor - was presented by the President of the United States to Colonel Edward V. Rickenbacker, foremost American flyer during the World War.

The presentation ceremony took place at Bolling Field, Anacostia, D.C., on the afternoon of Thursday, November 6th. Shortly before 2:30 p.m., the Presidential party arrived at the field to be saluted by the Presidential salute of 21 guns. Preceded by his aides and accompanied by the Hon. F. Trubee Davison, Assistant Secretary of War for Aeronautics, the President entered the stand, where Col. Rickenbacker and General James E. Fechet, Chief of the Air Corps, were presented to him and Mrs. Hoover.

Promptly at 2:30 p.m., the ceremonies began, these being broadcasted on the National Broadcasting System throughout the United States and on the localized public address system installed on the field by the U.S. Signal Corps.

"The President of the United States," announced Secretary Davison, in opening the ceremonies, "in the name of Congress, will award the Congressional Medal of Honor to Colonel Rickenbacker. General Fechet will read the citation."

Whereupon General Fechet read the citation, as follows:

> "Edward V. Rickenbacker, Colonel, Specialist Reserve, then first lieutenant, 94th Aero Squadron, Air Service, American Expeditionary Forces. For conspicuous gallantry and intrepidity above and beyond the call of duty in action against the enemy near Billy, France, September 25, 1918. While on a voluntary patrol over the lines, Lieut. Rickenbacker attacked 7 enemy planes (5 type Fokker, protecting 2 type Halberstadt). Disregarding the odds against him, he dived on them and shot down one of the Fokkers out of control. He then attacked one of the Halberstadts and sent it down also. Residence at appointment: 1334 East Livingston Avenue, Columbus, O."

In bestowing upon this intrepid war bird the highest decoration that the country can give, the President, in putting the ribbon over Rickenbacker's head, stated:

> "Captain Rickenbacker, in the name of the Congress of the United States, I take great pleasure in awarding you the Congressional Medal of Honor, our country's highest decoration for conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy. At a stage in the development of aviation when the flying of airplanes was a much more hazardous undertaking than it is today, you were achieving victories which made you the universally recognized Ace of Aces of the American forces. Your record is an outstanding one for skill and bravery, and is a source of pride to your comrades and your countrymen. Although this award is somewhat belated, I hope that your gratification in receiving this Medal of Honor will be as keen as mine is in bestowing it. May you wear it during many years of happiness and continued usefulness to your country."

Visibly moved as the decoration was pinned on him, Colonel Rickenbacker turned to the microphones on the stand and, in a voice which trembled with emotion, replied to the brief address of the Army's present Commander-in-Chief.

> "Mr. President," he said, "I should be ungrateful if I failed to recognize this great honor as a true tribute to my comrades in arms, soldiers and sailors, living and dead. In peace and in war they have contributed their share. They have perpetuated the traditions and high ideals of the United States in the air as they have on the land and sea."

Representative Robert H. Clancy, of Michigan, long a friend of Colonel Rickenbacker, eulogized the war-time flyer over the radio system, while all the former members of the 94th Aero Squadron who came to Washington for this occasion, were presented to the President, being then introduced to the radio-listen-

ing public over the microphone by Mr. Provenson, of the National Broadcasting System, and Reed Chambers, ex-94th flyer, who had acted as shepherd of this little flock of "Eddie's" war-time associates during their stay in Washington. All had but a few words to say, all congratulated "Eddie" and stated that there was no one, in their estimation, who deserved the Medal more than he did.

At this time the 19 planes of the present 94th Pursuit Squadron from Selfridge Field, Mt. Clemens, Mich., the 5 Bombers from the 2nd Bombardment Group from Langley Field, Va., and 9 Observation planes from the 9th Group, Mitchel Field, N.Y., which had taken off a few minutes before, were circling about in the air, somewhere below the horizon to the south of the field.

Suddenly the Bombers came into view over the large hangar, followed in turn by the Curtiss "Falcon" Observation planes and then the Boeing Pursuit planes. Flying in close formation, keeping their intervals and proper alignment despite the strong, gusty west wind which was whipping across the field, they flew down past the President and Colonel Rickenbacker, passing in review before them and thus rendering the prescribed military aerial homage.

As they flew past the northern boundary of Bolling Field, the "Falcons" and Keystone Bombers pulled to the right, then flew down to the south, the Bombers circling about in that sector while the Observation planes landed on that end of the airdrome.

The Pursuiters had started a steep climb, up over the Naval radio towers and then a steep climbing turn in close formation that took them directly over the reviewing stand. Suddenly, their formation changed. The three-ship elements and the flights had loosened up and these in turn strung out in single file. The leader started a wide turn, the others turned also, in a follow-the-leader movement, until the leader was on the last man's tail. The Pursuiters were flying the maneuver that had been practiced so many times on the Western front, the Lufberry Circle, named in memory of the old Commanding Officer of the famous 94th. It was this maneuver which had been perfected in those stirring war days to allow the single-seater pursuit planes, with no rearward armament, to protect themselves from the attack of a superior force of enemy planes, each plane in the circle always being ready to protect, with its forward pointing guns the plane or planes ahead of it in the circle.

The President and his party were interested. General Mason M. Patrick, former Chief of the Air Corps; Admiral Wm. Moffet, Chief of the Bureau of Aeronautics, Navy Department; and others all cast their eyes aloft to view this stirring aerial spectacle so appropriate to this occasion.

Over the microphone of the National Broadcasting System, Lieut. Roland Birrm, of the Information Division, Office of the Chief of the Air Corps, was describing to those absent from the field this aerial maneuver and the interest it was arousing in those present to view it. Captain William J. Flood, of the Training and Operations Division, Office of the Chief of the Air Corps, was explaining the maneuver over the public address system installed on the field.

From the circle the formation broke into a series of figure eights, then reforming into their original element and flight formations, while the five Bombers, close packed and flying a V-formation, flew up opposite the grandstand. Suddenly, the leading flight straightened out, then in a screaming dive, audible over the radio and sounding into the ears of radio listeners throughout the entire country, the little P-12C's dove in a simulated attack upon the lumbering Bombers beneath them. It was a maneuver that Rickenbacker had often flown, and it was bringing him and the ex-members of the 94th present at the field, back to those stirring days of 1917 and 1918, when they were all for one and one for all.

How interesting the aerial spectacle proved to be was evidenced by the fact that the Chief Executive of this nation remained at the field to witness all this which was offered by the Army Air Corps in honoring its ranking "Ace" and not leaving his position in the wind-swept grandstand until the planes had pulled away from the scene and landed on the airdrome.

Upon the departure of the President and his party, "Eddie" met the present members of the 94th Pursuit Squadron and all were introduced to the former members of the 94th - those middle-aged keen looking men of today who had been the war birds of yesterday. Most of the present members of the 94th had just been entering high school when this blue-ribboned Medal of Honor had been won. The ex-members wondered if they had ever looked as young as these war birds of today.

Officers and ex-officers repaired to the Officers' Club at Bolling Field, where an informal reception was held and memories exchanged. Those former members of the old 94th present on the occasion were H. Weir Cook, G.T. Crocker,

John DeWitt, Ben C. Jones, Duncan R. MacKenzie, Allan Winslow, Alden B. Sherry, Chester A. Snow, Reed M. Chambers, Robert C. Cates, Jr., H. Edwin Green, Donald G. Herring, W.W. Chalmers, and Captain Frank O'D. Hunter, the latter one of the few "Aces" still serving in the Army Air Corps. Another famous "Ace," G. DeFreest Larner, an ex-member of the 103d Aero Squadron, which in its days had been the Lafayette Escadrille, was also there, known by all who had fought by his side over the shell-torn battlefields in France.

The officers from Bolling Field, and those from the Office of the Chief of the Air Corps were there, too, for this was a real Air Corps day. Those pilots who had flown in from Selfridge Field with the 94th planes were Captain Victor H. Strahm, who is credited with five victories during the World War, Lieuts. Harry A. Johnson, Aubrey B. Ballard, Raymond E. Culbertson, Cecil E. Henry, Edward H. Underhill, Paul M. Jacobs, Clarence F. Hegy, Theodore M. Bolen, Frank J. Coleman, Emmett O'Donnell, Air Corps, and Lieuts. H.O. Coleman, Kenneth W. Mosher, T.W. Scott, Carl R. Feldman, H.H.W. Tellman, Felix M. Waitkus, Sheldon B. Yoder, and Will W. McConnell, Air Corps Reserve.

The Bombing pilots were Major Herbert A. Dargue, Lieuts. James Hammond, James E. Adams, James M. Gillespie, Leonard F. Harman, Delma T. Spivey, Air Corps, and Lieuts. Clifton D. Wright, Wm. G. Davis, Clarence L. Terrill, Melvin S. (Joe) Hollidge and Theodore Q. Graff, Air Corps Reserve.

The Observation flyers from Mitchel Field were Lieuts. E.E. (Tiny) Harmon, David P. Laubach, Charles G. Goodrich, Robert O. Cork, Leon W. Johnson, A.V.P. Anderson, Jr., Air Corps, and 2nd Lieuts. George R. Cullman, Ferdinand Eble, and Francis X. Kelly, Air Corps Reserve.

That night a grand reunion was held of all the ex-war birds at the home of one of their Washington members, Captain Chester A. Snow, now a staid business man of the Capital City, but once one of those who had flown and fought for Old Glory.

The following is the official list of victories, 25 in number, credited to Colonel Rickenbacker:

Date 1918	Type of Airplane	Region	Altitude Meters
April 29	Albatross	Vigneulles les Hatton Chatel	2,000
May 17	Albatross	Richecourt	4,500
May 22	Albatross	Flirey	4,000
May 28	Albatross*	Bois de Rate	4,500
May 30	Albatross*	Jaulnoy	4,000
Sept. 14	Fokker	Villey Waville	3,000
Sept. 15	Fokker	Bois de Waville	4,000
Sept. 25	Halberstadt	Foret de Spincourt	2,000
Sept. 25	Fokker	Billy	3,000
Sept. 26	Fokker	Damvillers	1,500
Sept. 28	Balloon	Sivry-Sur-Meuse	100
Sept. 29	Balloon	Dun-Sur-Meuse	200
October 2	Fokker	Villosnes	1,000
October 2	Halberstadt	Montfaucon	600
October 3	L. V. G.	Dannevoux	600
October 3	Rumpler	Clery-le-Grand	500
October 9	Balloon	Dun-Sur-Meuse	On Ground
October 10	Fokker	Clery-le-Petit	600
October 10	Fokker	Clery-le-Petit	800
October 22	Fokker	Clery-le-Petit	1,200
October 23	Fokker	Le Grand Carre Ferme	600
October 27	Fokker	Grandpre	2,000
October 27	Bois-de-Money	Bois-de-Money	3,000
October 30	Fokker	St. Juvin	200
October 30	Balloon	Remonville	On Ground

According to the history of the 94th Aero Squadron, Rickenbacker brought down a Halberstadt in the region of Montfaucon at 600 meters on October 3rd, and destroyed a balloon on the ground in the region of Puxieux on October 1st, but these two victories were not confirmed and hence not credited to him.

Before the United States entered the War, Rickenbacker was widely known throughout the United States as an automobile racer. His name was usually associated with various automobile speed contests, and he won wide recognition as a fearless but prudent driver. When war was declared by the United States, Rickenbacker, at that time in England endeavoring to procure a special motor for

his racing car, conceived the idea of organizing a squadron of flyers among his racing associates, believing that their unusual experience in their line of work would fit them particularly for the war in the air. He broached this subject upon returning to this country, but his project received no encouragement. His desire to see service overseas led him to enlist, on May 25, 1917, as a Sergeant, 1st Class, in the Aviation Section, Signal Corps, with the object of accompanying General Pershing to France and to serve as his official chauffeur.

Rickenbacker's motive in taking this step was no doubt prompted by the thought that it would prove a short cut to service at the front, and his conjectures untimately shaped themselves in that channel. After several months' service with General Pershing, Rickenbacker was commissioned a First Lieutenant in the Aviation Section, Signal Corps, August 20, 1917, and ordered to the Aviation Instruction Center at Issoudun, France, for training. He remained at Issoudun until January 3, 1918, when he was ordered to the Aerial Gunnery School at Cazeaux, France, for pilot gunnery training. Upon completing his training at Cazeaux, he was temporarily assigned to duty with a French aero squadron. He served at several stations with the French until March 7, 1918, when he was assigned to the 94th Aero Squadron, to which were attached several other noted American pilots who had served with the French air forces.

It was not until a month afterwards that the 94th was equipped with guns and airplanes. In the meantime, Rickenbacker had already made his maiden flight over the lines in company with the veteran pilot, Raul Lufbery, during the course of which they had encountered anti-aircraft fire and observed from a safe distance the patrolling planes of the enemy.

His experience as a racing driver no doubt served him in good stead in his aerial combat work. Accustomed to danger, excessive speed and quick decisions in moments of peril, and skilled in noting the actions and estimating the intentions of an antagonist, he possessed advantages over opponents not endowed with his judgment or experience.

Rickenbacker's first victory over an antagonist was on April 29, 1918, the encounter taking place at an altitude of some 5,000 meters between St. Baussant and Montsec. After a furious combat of several minutes, his gun jammed. Instead of returning to his airdrome, however, he repaired the jam himself and then returned to the attack. After a spectacular fight, the courageous American pilot shot the rival plane down in flames. For his bravery in action, the French military authorities awarded him the Croix de Guerre with palm.

Lady Luck certainly did nobly by America's foremost war pilot, for time after time Rickenbacker came back to his home airdrome from an air patrol with bullet holes through his airplane. It is said that on one occasion a bullet passed through the fuselage of his plane less than 3 inches back of his head.

Rickenbacker gained his fifth victory, the one entitling him to the unofficial title of "Ace," on May 30, 1918. He obtained all these victories inside of one month. He shared the first one with Captain Hall, and thereafter met and defeated single-handed two fighting Albatross machines and two biplace machines of the same type. It was for these five victories that he received the Distinguished Service Cross. To this decoration were subsequently added nine Palms.

Most of Rickenbacker's subsequent victories were won at altitudes of three miles or so. He was accustomed to going out on early morning patrols, and he sought altitudes where the cold is very intense and consequently very trying on one's physical senses. Shortly after his fifth victory, he was ordered to the hospital in Paris to recover from a fever which for a time threatened to put him out of the war altogether.

When the American fighting squadrons were transferred to an airdrome 25 miles below Chateau-Thierry to be in a position for the great American advance at that point, and the First Pursuit Group, comprising the 27th, 94th, 95th and 147th Squadrons, were about to be furnished the new French Spads to replace the old Nieuport machines, Rickenbacker, though hardly recovered from his illness, stuck close to the Spad depot in Paris until the first of these new airplanes was ready for the Americans. Seizing it when the mechanics pronounced it fit, he flew it to his new airdrome early in July. He was made Flight Leader and carried out his customary patrols for a few days, only to be bested once more by fever, which necessitated his return to the hospital. It was not until September 14th that Rickenbacker was credited with his next victory. Thus, sickness deprived him of more than three months' service at the front lines, despite which handicap he gained seven more victories than his nearest rival and illustrous comrade-in-arms, the late Lieut. Frank Luke, who was credited with eighteen

victories. During two weeks in September, he shot down six more antagonists and fourteen more in the month of October.

Rickenbacker was assigned to the command of the 94th Squadron on September 24th, in the meantime having been promoted to the rank of Captain. It has been said that in his personal diary, recording the fact that the 94th was placed under his charge, he stated: "Just been promoted to command of 94 Squadron. I shall never ask any pilot to go on a mission that I won't go on. I must work now harder than I did before." And he certainly backed up to the fullest extent the underscored assertion, for 18 of his victories were achieved after he assumed command of the 94th. The morning following his new assignment, in leading his patrol across the lines, he achieved his first double victory when he shot down twoof his adversaries in a single fight. Two L.V.G. two-seater planes were evidently bent on photographing the American lines, and five Fokkers were above and behind them acting as protection.

Rickenbacker, climbing for the sun as rapidly as his plane was able to, discovered that he had not attracted their attention, and when he was well in their rear and far above them he nosed down and made a bee line for the nearest Fokker. "He did not see me until it was too late," Rickenbacker stated in relating the story of this fight, for which he was awarded the Medal of Honor, and referring to the pilot of the Fokker he attacked. He then added:-

"I had him exactly in my sights when I pulled both triggers for a long burst. He made a startled attempt to pull away, but bullets were already ripping through his plane. He must have been killed instantly. His machine fell away and crashed just south of Etain.

I intended to zoom up and protect myself against the other four Fokkers. But when I saw they were dumbfounded at this unexpected attack, I changed my tactics and plunged straight on through them to attack the photographing machines ahead.

The two-seaters had seen the fight and already had their noses pointed down to get more speed back to Germany. I looked over my shoulder and saw that the Fokkers were milling about, undecided what to do.

The two L.V.G.'s began to draw apart. Both observers in the rear seats were firing at me, but the range was too far for accuracy. I dove more steeply, passed out of range under the nearest machine, and zoomed up quickly from beneath him. But it was not going to be so easy!

The pilot suddenly kicked his tail around, giving his gunner a good view of me below; and in the meantime the other L.V.G. had turned on me and I saw his tracer bullets go streaking past my nose. I zoomed up diagonally out of range, made a reversement, and as the Fokkers still held off I came back straight at the first L.V.G., firing as I came.

Several times I repeated this maneuver, but he wouldn't drop. The Fokkers kept waiting for me to go up to them. All this time we were drifting deeper back into Germany. I decided upon one bold attack from near at hand and if this failed I would get back to my own lines before the Fokkers descended on me.

The two L.V.G.'s were flying parallel to each other not fifty feet apart. Dropping into a side slip until I had one of them between me and the other, I straightened out at the right instant and leveled my Spad directly at the nearest one and began firing.

He passed directly through my line of fire and just as I was forced to swerve aside and cease firing I had the satisfaction of seeing him burst into flames. Turning over and over as he fell, the L.V.G. started a blazing path to earth just as the four Fokkers came tearing down for the rescue. I fed in the gas and streaked it for home.

The Fokker and the L.V.G. both fell inside of ten minutes. It was my first double-header, and I was glad it had come this morning for the good effect it would have on the other pilots."

Following this double victory, Rickenbacker put in more flying time over the enemy lines than any of the other pilots under him. He was a great believer in the efficacy of surprise attacks, and in launching these he took advantage of the protection afforded him by the blinding glare of the sun, the shelter of clouds, or moments of inattention on the part of his quarry. It was due to these precautionary methods he pursued in his aerial combat work which were responsible for his achieving more victories than any other American pilot and for his living today to be able to tell of them.

Although Rickenbacker is generally known by his war-time title of Captain, he now holds a commission as a Colonel in the Specialist Reserve Corps.

THE FIRST AMERICAN VICTORY

Either one of two Americans enjoys the distinction of having, while wearing the uniform of the United States Army, brought down the first enemy airplane in the World War. One's record is not confirmed officially, while the other's was witnessed, confirmed and made of record.

On February 5, 1918, Lieut. Stephen W. Thompson, formerly of West Plains, Mo., was a graduating student of the 1st Squadron Gunnery School at Cazeaux, France. On that particular morning the Commander of the 123rd French Breguet Squadron, operating near Neufchateau, called Major Ralph Royce, Commanding the 1st Squadron, and asked him if he could spare a few of his observers, as the French Squadron was all out of observers, with no replacements in sight. Lieut. Thompson and a Lieut. R.H. Whitner, of Atlanta, Ga., were the first two Americans sent over by Major Royce.

While on their way over the lines, the flight was attacked by a number of German planes but managed to fight its way clear. After dropping their bombs on Saarburg, they were again attacked. This time, Lieut. Thompson, operating the rear guns on his Breguet, brought one of the enemy down. The statements of the rest of the pilots in the flight bore him out, but this victory was not confirmed. Due to earlier abuses of confirmations on "counting coup," it became the custom not to confirm victories unless they had been witnessed by someone from an organization other than that of the victor. Thompson later flew with the 12th Squadron and was officially credited with having brought down two enemy airplanes on July 28, 1918.

To Lieut. Allan Winslow, of River Forest, Ill., goes the honor of the first official victory by a member of the United States Air Service. On Sunday morning, April 14, 1918, he and Lieut. Douglas Campbell, both members of the 94th Aero Squadron, were on "alerte," playing cards and waiting for a call. At 8:45 a.m., a telephone call came in stating that two enemy airplanes were about 2,000 meters over the city, about a mile from the airdrome.

Winslow and Campbell took off immediately in pursuit and, after a brief combat, Winslow brought down one of the airplanes out of control. It crashed alongside the airdrome in full view of thousands of spectators. A moment later, as Winslow climbed to the aid of Campbell, the latter brought down the other enemy airplane which crashed and burst into flames on the other side of the airdrome. Both combats took place about 1,000 feet above the ground.

The pilot of the plane shot down by Winslow was only slightly scratched, but the one shot down by Campbell was severely injured. Winslow was later shot down in Germany and made a prisoner. He lost his arm as a result of the crash.

Winslow was one of the many ex-members of the 94th Squadron present at Bolling Field, D.C., to see his buddy, Capt. "Eddie" Rickenbacker, presented with the Congressional Medal of Honor on November 6, 1930.

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FRANK LUKE

The Congressional Medal of Honor has been awarded to only two American flyers for their services in the defense of their country during the World War. Captain Edward V. Rickenbacker, of course, is the recipient of one. The other was given posthumously to Frank Luke, known as "The Balloon Buster of Arizona."

A member of the 27th Pursuit Squadron, Luke's forte was balloons. He was credited with 18 official victories, 4 airplanes and 14 balloons. As dramatic as were the many combats and incidents surrounding his victories, the circumstances of his death were no less so, and equally as stirring were the circumstances connected with the finding of his body and its identification as Frank Luke, of Phoenix, Arizona, ex-2nd Lieut. of the 27th Squadron.

Some weeks after the Armistice, an American officer, ex-prisoner at a German prison camp and making his way back to his old organization in France, passed through the little village of Murvaux (Meuse). There he became interested in the story of the villagers concerning an American flyer who lay buried in the village cemetery. Units of the Graves Registration Service were working nearby, and he called this matter to the attention of a Captain McCormick, G.R.S., who turned the investigation over to Captain Chester E. Staten, in command of the Graves Registration Service in Neufchatel Area No. 1.

On January 3, 1919, Captain Staten sent the following letter to the Chief of Air Service, A.E.F.:

"1. Units of this Service have located the grave of an unknown aviator, killed on Sunday, September 29, 1918, in the village of Murvaux (Meuse).

2. From the inspection of the grave and interview held with inhabitants of this town, the following information was learned in regard to the heroism of this aviator. Any assistance you can furnish us that will enable us to properly identify this body will be greatly appreciated. The following might assist you in gaining for us this information: Reported as having light hair, young, of medium height and heavy stature. Reported by the inhabitants that previous to being killed this man had brought down three German balloons, two German planes and dropped hand bombs killing eleven German soldiers and wounding a number of others. He was wounded himself in the shoulder and evidently had to make a forced landing, and upon landing opened fire with his automatic and fought until he was killed. It is also reported that the Germans took his shoes, leggins and money, leaving his grave unmarked."

After this letter was forwarded, and upon a more careful examination of the exhumed body, an Elgin watch #20225566 was found on his wrist, evidently having been overlooked by the enemy troops who were in at the finish. This clue, however, proved of no assistance in the identification of the hero who had slept those months in the cemetery of Murvaux.

It was learned, however, that a Lieut. Luke had dropped a note to an American Balloon Company on the front lines, stating that he was going to finish off those balloons which the people of Murvaux saw the American airman bring down. The note had been dropped on September 29, 1918, and was signed "Luke." This, together with the fact that Luke had been reported as missing about that date and was the same size and build as described by the villagers, positively identified the body as that of the lad who was afterwards known as the "Balloon Buster," and who, after the departure of the enemy from the village, was buried by the Frenchman who told the story to the American officers.

The morning report of the 27th Squadron reported Lieut. Luke as "Missing in Action" as of September 30th, but this report was officially changed upon later investigation, as his death was officially fixed as of Sunday, September 29th.

Luke was later buried, on November 1, 1921, in the Meuse-Argonne American Cemetery No. 1232 at Romagne-sous-Montfaucon, Meuse, France, in grave No. 13, Block A, Row 26.

The Congressional Medal of Honor was posthumously awarded him on April 11, 1919, being announced in General Orders No. 59, War Department, May 3,1919.

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PURSUITERS ATTEND LEGION CONVENTION IN BOSTON

By the News Letter Correspondent

A composite Pursuit Squadron of the First Pursuit Group, Selfridge Field, Mt. Clemens, Mich., under the command of Captain Ross G. Hoyt, Air Corps, took off from the home station on October 5th enroute to Boston and the American Legion Convention held in that city. One Ford tri-motor Transport followed shortly afterwards with seven mechanics and pilot.

The airmen were under orders to stop at Buffalo for gas and then fly direct to Boston. Due to the fact that the squadron was composed of three different types of ships, all of different cruising speeds, the Group Commander had ordered a rendezvous problem to take place on the trip between Selfridge and Buffalo. The six P-1's, led by Captain Hoyt, took one route; the six P-12B's, led by Lieut. Ballard, took another route, and the six new P-12C's, led by Lieut. Moor, took still another route, all converging at Buffalo for a rendezvous over the water front. The problem worked out very successfully, and the squadron reformed at the appointed time at Buffalo.

Buffalo, N.Y., is a friendly city to the Air Corps, and all pilots from Selfridge enjoy stopping there for service on cross-country trips. This day Buffalo seemed to be even more enthusiastic than usual, and when the officers climbed out of their ships on the line at the Municipal Airport, they found a smiling crowd of about 3,000 people there to greet them. We repeat - it is a pleasure to land at Buffalo Municipal Airport always. The ships were soon gassed, and the squadron took off and flew as a squadron direct to Boston in

just three hours and thirty minutes.

The American Legion had agreed to pay all expenses of the squadron, and the pilots were assigned quarters in a large room in the Bradford Hotel. The room contained about 75 Army cots, and was rather suggestive of the old Cadet days at Kelly. In spite of the Army cots, everyone managed to settle down and get a little rest before "taking in" the Convention. It was the consensus of opinion among the pilots from Selfridge that sedate old Boston was truly waked up by the Legionaires.

Each day of the Convention Captain Hoyt led the Squadron in a flight or two over the city and the Municipal Airport. The "antics" of the little Pursuit ships seemed to delight the Bostonians and the Legionaires as well. It seems they like lots of noise over in that part of the country.

A rather unfortunate occurrence prevented the smoke screen demonstration which was to have been given by Lieut. McGuire in a P-1. It happened that there was too much pressure in the chemical tank and the cap was blown off the moment it was loosened. Of course, there was a very effective smoke screen for several minutes in the vicinity of the Army hangars, but the effect was lost as far as the city was concerned.

The First Pursuit Group enjoyed the honor of greeting President Hoover, Ex-President Coolidge and Secretary of War Hurley during their visits in Boston, and gave them a salute from squadron formation over the city.

The Convention grew to a natural ending, but old man weather seemed to want to keep the pilots in Boston and wouldn't let them leave until two days after the designated time. The squadron cleared from Boston on the morning of October 10th and made a rather uneventful flight to Selfridge via Buffalo. It was a good trip, but everyone was glad to get home.

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JAPANESE FLYER GETS A TASTE OF BLIND FLYING

One of the prominent visitors at Kelly Field recently was Lieut. Yoshito Koboyashi, who has been flying for six years in the Imperial Japanese Navy. In addition to inspecting the routine flying training in the various sections, he was taken to the miniature range and given a comprehensive talk on the Observation and Bombardment features of that work. He evinced great interest in the experimental work being carried on by Major Ocker in blind flying. Major Ocker put him in the whirling chair and went through the whole curriculum with him with his eyes closed and open, and then let him look into the device connected up with the turn indicator, after which he was convinced that the instrument is always right.

The Japanese visitor remarked that he could go back to Japan with considerable more information about blind flying than he had heretofore had.

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PURSUITERS ATTEND LUNCHEON FOR RETIRING ARMY CHIEF

The First Pursuit Group, Selfridge Field, enjoyed an interesting trip to Chicago on October 22nd, for the purpose of attending a farewell luncheon given by the Sixth Corps Area to the retiring Chief of Staff, General Charles P. Summerall. A review was flown for the General preceding the luncheon. The Group consisted of Major Brower, Group Commander, leading a six-ship Headquarters flight of P-12C's, the 17th Squadron with twelve P-12C's, the 94th Squadron with twelve P-12B's, the 27th Squadron with twelve P-1C's, and last, but not least, a C-9 Transport from the 57th Service Squadron.

A rendezvous was established over the Municipal Airport at Chicago with the 15th Observation Squadron. Everything worked out fine, all units of the Group arriving at the rendezvous point with their usual precision. After the review, which was flown past the Stevens Hotel, the 17th Squadron put on an exhibition formation over the Loop. General Summerall seemed very pleased, and so informed all members of the Group at the luncheon given in his honor.

The Air Corps has two of its very best friends located in Chicago, friends in the highest sense of the word, namely, Judge K.M. Landis, the baseball czar, and his son, Major Reed M. Landis, Air Corps Reserve. These two were hosts to the personnel of the Chicago flight on the evening of the 22nd at a dinner that will long be remembered by all those who had the good fortune to be there.

MEMBERS OF 94TH SQUADRON WEAR FRENCH DECORATION

Here and there at Selfridge Field, Mt. Clemens, Mich., the home of the 1st Pursuit Group, Air Corps, the casual observer notes a uniform highly decorated with green and red braid. The French Fourragere for two citations is being worn by members of the 94th Pursuit Squadron, formerly the 103rd Pursuit Squadron. "It is to our knowledge," asserts the News Letter Correspondent, "the only American Squadron to receive the citation. This Squadron for its action during the World War brought honor to itself and the 1st Pursuit Group. It is befitting that the bravery and deeds of those who won them be remembered by the present Squadron."

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36TH PURSUIT SQUADRON ORGANIZED AT SELFRIDGE FIELD

The 36th Pursuit Squadron was organized at Selfridge Field, Mich., on October 2nd and placed under the command of Lieut. Marion L. Elliott, Air Corps.

This Squadron of the 8th Pursuit Group will be stationed at Langley Field, Va. The officer and the enlisted personnel of the 36th was obtained by transfer from the various squadrons of the 1st Pursuit Group. The new Squadron appears to be well on its way towards a ranking as one of the crack organizations of the Air Corps, as every man was personally selected by the commanding officer because of some special qualification.

In keeping with the high standard of the personnel, the 36th is being equipped with the new P-6 Pursuit plane, the latest and fastest fighter Uncle Sam possesses. The 1st Pursuit Group, long supreme in the air, will have to look to its laurels as the new Squadron goes into action.

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DEATH OF LIEUT. WM. CALDWELL

The news of Lieut. William W. Caldwell's crash and death at Lookout, Wyo., October 16th, who in company with Lieut. I.A. Woodring was enroute to New York, carrying the Japanese ratification of the London Naval Treaty, was a severe blow to the personnel of Rockwell Field.

Accompanying Lieut. Woodring, Lieut. Caldwell took off from Boise, Idaho, October 15th, at 10:19 a.m., Mountain Standard Time, for Cheyenne, Wyoming. Severe snow storms were encountered, and in the midst of one the two officers became separated. Lieut. Woodring landed west of Laramie, Wyoming, and waited for the storm to abate. During a lull in the storm, he took off and reached Laramie, where he was again forced down due to the fury of the elements. Another lull in the weather allowed Lieut. Woodring to reach Cheyenne, where he waited for Lieut. Caldwell. After a complete check had been made and ample time had passed to allow the pilot to come in, Lieut. Caldwell was listed as missing, and military and civilian authorities were notified.

The Boeing Air Transport Company pressed all of their facilities into service and a search was inaugurated. Early on the morning of October 16th, Lieut. Caldwell's wrecked plane was located, and his body was in the cockpit of his ship. Although not many of the details concerning the crash are known, Rockwell Field officers are of the opinion that, blinded by snow and sleet, the pilot became confused and flew his ship into the ground.

Lieuts. Woodring and Caldwell, both of the 95th Pursuit Squadron, left Rockwell Field on October 13th for Vancouver, B.C., where they were given custody of the Japanese ratification of the London Naval Treaty. Upon these officers rested the hazardous and strenuous task of delivering this important document to Mr. Pierre Boal in New York City. In turn, Mr. Boal, advisor to the American delegates to the League of Nations Commission sessions, was to carry the document across the Atlantic on board the S.S. LEVIATHAN for delivery to the British Capital. There was no time to be lost, and the two pilots were pushing through in the face of insurmountable barriers.

The 7th Bombardment Group was very proud to be assigned such an important mission, but is very depressed over the tragic accident linked with the undertaking. The flight itself will go down in history as the first time the Air Corps has played such a vital part in an international situation.

Lieut. Caldwell's home was in Oakland, Calif. He was born at Lewistown, Idaho, April 1, 1904; attended the University of California from 1923 to 1926,

and entered the Primary Flying School at March Field in October, 1928. He graduated from the Advanced Flying School, Kelly Field, October 12, 1929, and was assigned to the 95th Pursuit Squadron, Rockwell Field, where he has been on active duty as a Reserve officer to date of his death.

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GRADUATION EXERCISES FOR ADVANCED FLYING SCHOOL STUDENTS

Graduation exercises for the latest class to graduate from the Advanced Flying School, Kelly Field, Texas, were held in the War Department Theatre at the field and were well attended.

Brigadier-General Charles H. Danforth, Commanding General of the Air Corps Training Center, made the address to the class. He asked them to maintain the high standards of the Army Air Corps in taking up their duties as military pilots, and to keep in mind the contribution the Army has made to the progress of aviation.

> "The prestige of Kelly Field is second to none, and the graduates of this School who have gone out before you have made reputations for themselves and for the Service, both in the military and commercial field of aviation," General Danforth said. "Do the job given you to the best of your ability, and you will be living up to the best ideals of the Air Corps."

In citing the many contributions made by the Army to aviation, General Danforth pointed out that the most important recent development in the field of aviation - blind flying - is the result of work carried on in the Army Air Corps by two local officers, Major W.C. Ocker, pioneer in the field of blind flying, and Lieut. C.J. Crane, inventor of a new device to simplify flying in fog.

General Danforth presented certificates of graduation to the class of 42 officers and 43 Flying Cadets, and Major Frederick L. Martin, Commandant of the Advanced Flying School, presented the Cadets commissions as 2nd Lieutenants in the Air Corps Reserve. Major Clarence L. Tinker, Assistant Commandant of the School, presented the wings to all except two of the graduates. Major F.H. Poole, formerly Commandant of the School of Aviation Medicine, pinned the wings on his son, 2nd Lieut. John R. Poole, and Colonel I.G. Stone, of Fort Sam Houston, pinned the wings on his son, 2nd Lieut. John W. Stone.

A new class of students began training at Kelly Field on October 20th, this class consisting of 31 Flying Cadets and two officers from Brooks Field, and 29 Cadets and three officers from March Field, Calif.

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JOHN L. MITCHELL TROPHY RACE TO BE HELD AT SELFRIDGE FIELD

Selfridge Field, Mt. Clemens, Mich., will be the scene of the John L. Mitchell Trophy Race on Saturday, November 22nd. This speed contest for Pursuit planes is an annual event and is participated in annually by members of the 1st Pursuit Group of the Air Corps, the prize being the John L. Mitchell Trophy, which was donated by Colonel William Mitchell, formerly of the Air Corps, in memory of his brother who was killed during the World War.

The winner of this speed contest retains the Trophy in his possession until the victor of the next year's event is announced. Thus far, eight contests for this Trophy have been held, the first one being staged in 1922 at Detroit, Mich., and won by Lieut. D.F. Stace with an average speed of 148 miles an hour. The following year, during the International Air Races at St. Louis, Mo., the late Capt. Burt F. Skeel carried off the honors, averaging 156 miles per hour.

The high speed record for this annual classic was established in 1924 during the Races at Dayton, Ohio, by the late Lieut. Cyrus Bettis, who averaged 175.43 miles per hour. Incidentally, Lieut. Bettis' name is still associated with the world's record for speed for airplanes over a closed course of 100 kilometers, he having averaged 249.342 miles per hour in the Pulitzer Trophy Race at Mitchel Field, N.Y., in 1925. In that year Lieut. Thomas K. Matthews won the Mitchell Trophy with an average speed of 161.5 miles per hour.

In 1926, when the Races were held at Philadelphia, Lieut. L.G. Ellicott won the Trophy, averaging 160.43 m.p.h. In 1927, 1928 and 1929, when the Races were held at Spokane, Wash.; Los Angeles, Calif. and Cleveland, Ohio, respectively, Lieuts. W.L. Cornelius, B.H. Lawson and Paul B. Wurtsmith were the respective

winners. The first-named officer averaged 158.412 miles per hour, Lieut. Lawson, 154.743, and Lieut. Wurtsmith, 152.17miles per hour.

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MANY RESERVE OFFICERS ON ACTIVE DUTY TOURS AT SAN ANTONIO DEPOT

During the past summer and fall, an unusual number of Reserve officers availed themselves of 14-day active duty training periods at the San Antonio Air Depot, Duncan Field, Texas, these being --

Major Phillip P. Cook, of Paris, Texas, industrial engineer with the Middle West Utilities Company of Chicago, Ill.

1st Lieut. Lamar G. Seeligson, prominent attorney of San Antonio, Texas.

1st Lieuts. J.L. McDowell and A.T. Economy, of the Civil Service at Depot.

Capt. Thomas H. Jarrell, Vice President of the Commonwealth Bank and Trust Company, of San Antonio.

1st Lieut. Fred D. Wood, of Civil Service at San Antonio Depot.

1st Lieut. Josef T. Allen, of the firm of Ernst & Ernst, C.P.A., Dallas.

1st Lieut. Edward R. Stapley, Associate Professor of Civil Engineering, A. & M. College, Stillwater, Okla.

Major George R. Gaenslen, City Sewer Engineer of San Antonio.

Major Frank A. Vestal, with Helium Plant, Bureau of Mines, Amarillo, Tex.

2nd Lieut. Edwin F. Schneider, Civil Service at San Antonio Depot.

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MASON M. PATRICK TROPHY RACE TO BE HELD AT GALVESTON, TEXAS.

The annual contest for the Mason M. Patrick Trophy will be held on Saturday, November 22nd, at Fort Crockett, Galveston, Texas, the station of the 3rd Attack Group of the Air Corps. This Trophy was presented by the Assistant Secretary of War, the Hon. F. Trubee Davison, to be competed for annually by the commissioned pilots of the Third Attack Group. The purpose of giving the Trophy the name it bears was to perpetuate the name of General Mason M.Patrick, formerly Chief of the Air Corps.

The first race for this Trophy was held at Los Angeles, Calif., in 1928, and was won by Lieut. G.R. Acheson, who averaged a speed of 139.5 miles per hour. The second contest was staged last year during the Air Races at Cleveland, Ohio, the winner being Lieut. Ivan M. Palmer, who averaged 140.2 miles an hour.

Nineteen pilots of the Third Attack Group in the regulation Attack plane, the A-3B, will compete in the speed event, which is open to members of the Third Attack Group only. The course over which the Attack pilots will fly at the greatest speed at their command has not yet been definitely settled, but it will be four-cornered, with four pylon control points. The total distance to be flown is 120 miles. One of the pylons will be located near the Group Operations Office at the flying field, in order that the spectators may be provided the best possible view of the race. Another of the pylons will be located near the Group's bombing range fronting the Gulf, south of the flying field.

Several Pursuit and Observation planes from Kelly Field are expected to attend this event. In line with its importance, and because of the nation-wide attention it has attracted, the Bombers and Pursuit planes will give an aerial exhibition on the day of the race.

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OBSOLETE AIRPLANES BOMBED AT CAMP STANLEY

Ten planes from the 8th and 90th Attack Squadrons of the Third Attack Group, Fort Crockett, Galveston, Texas, left on November 1st for Camp Stanley, Texas, to engage in some realistic target practice.

Twenty condemned airplanes were arranged on the ground to simulate an enemy airdrome during war time. The Attack planes bombed the worn-out planes, and it was not long before a mass of wreckage was strewn over the area where a short time before was a collection of seemingly good airplanes.

This is the first time a test like this was ever undertaken by the Air Corps, and it is believed important data will be collected on the effect of such an attack on an enemy airdrome during time of war. The students in the class undergoing training at the Advanced Flying School at Kelly Field, Texas, witnessed the bombing tests, which were held on November 3rd. Three photographic

airplanes from Kelly Field, carrying representatives from the various News Reel agencies, circled the bombing area at a high altitude and photographed the bombing. Many officers from Kelly Field went to Camp Stanley early in the morning and took up positions in treetops and on hillsides adjacent to the bombing area.

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VICINITY OF FORT SILL CONVERTED INTO SHELL TORN BATTLEFIELD

No official report is available as yet on the results of the bombing conducted in the vicinity of Fort Sill, Oklahoma, during the latter part of October. The News Letter Correspondent from Post Field, in briefly touching on this subject, states that bombs weighing from 100 to 2,000 pounds were dropped at altitudes ranging from 4,000 to 15,000 feet. Everyone was anxious to see one of the large bombs explode, and they got their wish. Now, if it ever rains enough to fill up one of the holes, there will be a good swimming hole on top of one of these granite gopher mounds.

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REPRESENTATIVES OF AIRCRAFT INDUSTRY VISIT MATERIEL DIVISION

The following representatives of manufacturing organizations were among those who visited the Materiel Division, Wright Field, Dayton, Ohio, recently, for consultation with engineers:

R.W. Gibson, Waco Aircraft Co., Troy, Ohio.
Walter Bishop, Jr., Warner Aircraft Corp., Detroit, Mich.
A.R. Roake and E.E. Lewis, Eclipse Aviation Corp., East Orange, N.J.
Robert Insley, Continental Motors Co., Detroit, Mich.
W.W. White, Standard Oil of New Jersey, New York City.
T.P. Wright, Curtiss Aeroplane and Motor Corp., Garden City, N.Y.
Burdette S. Wright, Curtiss-Wright Company, Washington, D.C.
T.E. Tillinghast, Pratt & Whitney Co., Hartford, Conn.
W.S. Allison, Kinner Motor Corp., Cleveland, Ohio.
Walter E. Lees, Packard Motor Car Co., Detroit, Mich.
G. H. Brodie, Packard Motor Car Co., Detroit, Mich.
G.E. Laurence, Pioneer Instrument Co., Brooklyn, N.Y.
Richard Gelzenlichter, Boeing Airplane Co., Seattle, Wash.
Victor Bertrandias and Eddie Rickenbacker, Fokker Aircraft Co., N.Y.City.
J.M. Miller, Bendix Company, South Bend, Indiana.
Leigh Wade, Consolidated Aircraft Corp., Buffalo, N.Y.
C.A. Cover, Douglas Aircraft Co., Santa Monica, Calif.
J.E. Schaefer, Stearman Aircraft Co., Wichita, Kansas.
S.P. Lyon, Thomas-Morse Aircraft Co., Buffalo, N.Y.
Orrin E. Ross, Keystone Aircraft Corp., Bristol, Pa.

Noticing the name of Eddie Rickenbacker among the manufacturers' representatives who were recently in consultation with Wright Field engineers, one cannot help but reflect upon the strange vagaries of fate. Here is a man, the foremost American war-time aviator, who specialized in shooting down Fokker planes, destroying no less than eleven of them, and yet, twelve years later, we find him associated with the manufacturer of these German planes, who is now engaged in making better and bigger planes for this country. "Truth is stranger than fiction."

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WRIGHT FIELD EMPLOYE TOURS EUROPE VIA BICYCLE

William Englehardt, of the Statistical Unit, Materiel Division, Wright Field, returned recently from a four-months' bicycle tour of Europe, including sight-seeing in France, Belgium, Holland, Germany, Lithuania, Russia, and a cruise along the coast of Morocco. He and a comrade worked their way over a portion of the route, having the unique experience of helping harvest on a Lithuanian farm. He was particularly impressed with the amount of commercial flying in Germany, and saw the famous Dornier DO-X with its twelve motors and capacity for 100 passengers.

WASHINGTON NATIONAL GUARD AIRMEN SPEAK THEIR PIECE
By the News Letter Correspondent

In the Air Corps News Letter of July 2nd, William J. Hahnel presents an interesting picture of service in the Air Corps today, particularly as it strikes the Reserve Officer who has seen little or no active duty since the war. Hahnel says, "An impression I had that the Air Corps enlisted men are primarily mechanics, cannot drill, and have not the military bearing found in other branches of the service, was quickly dispelled." It is true that the day has passed when the Air Corps personnel might be regarded as a peculiarly individualistic group, skilled perhaps in direct flying duty, but untrained concerning the numerous other branches of military science.

This introduction is an attempt to come gracefully to the subject of a little modest boasting for our own outfit, the 47th Division Aviation, at Felts Field, Spokane, Washington. Now that we have stumbled on the subject of air service proficiency in endeavors generally conceded to be the province of other branches, we are reminded of one or two instances in point, right here in the Squadron. For example, the Governor's Review. This event is held the second Sunday of the annual National Guard encampment, at Fort Lewis, Washington, and all outfits extend themselves to produce an extra creditable performance. The busy mechanics of the 116th Observation Squadron are occupied at the hangars from early morning until Retreat, often with extra duty in the evening, and have less time to devote to perfecting drill formations than any of the other Divisional units. But there is plenty of Esprit de Corps in the Squadron, and where its reputation is affected the men may be depended upon to perform to the limit of their ability and training. This accounts for the fact that when the Reviewing body at this year's camp made public their opinion as to the troops presenting the best formation, first place went to the Division Aviation.

This was commented upon as follows in the official report of our Regular Army Inspector:

"The 116th Observation Squadron, with the 116th Photographic Section, were given first place at the Governor's Review and were rated first in camp police, which, considering the work necessary on the airplanes and at the hangar, is an exceptional record."

The training of an Observation Squadron probably demands greater knowledge of the other arms than is generally required from Air Service units, as a great deal of the work is in direct cooperation with a ground arm. The facilities offered this unit to function as Divisional Aviation in the tactical problems at the annual encampment at Fort Lewis, and the further opportunities extended by Colonel Partello, of Fort George Wright, to work with Regular Army Infantry, have permitted us a type of training not possible in all National Guard units. In our first years at Camp Lewis, on target problems with the Divisional Artillery, we found at the beginning some skepticism regarding the value of Aerial Observation on targets.

This has been entirely dispelled, and we now find the artillery commanders eager to work with us, and as concerned as we are over the careful understanding of the routine of air-ground communication which is so essential in a successful shoot. The officers of the Squadron have made many friends among the personnel of the 146th and 148th Field Artillery commands. It has become a pleasant custom of the camp for the Battery officers to entertain the flyers at a dinner early in the first week of camp. Pilots, Observers and Battery Commanders get together afterward, and a general discussion of all problems arising in the ordinary course of an artillery adjustment takes place. We have found that the success of a shoot is in direct relation to the mutual understanding of pilot, observer, and battery commander, regarding the various phases of the exercise to be performed by each participant. Where thorough understanding exists, complete cooperation follows, and a successful exercise becomes a matter of simple routine; and where cooperation is lacking, it is amazing what trivial details of communication will entirely upset the progress of a problem.

In the field of actual training with artillery units, the 116th Observation Squadron believe that there is not a more experienced Squadron (either Regular Army or National Guard) than our own unit. The major part of our training at the past four annual encampments has been actual artillery adjustment in the field. We challenge any Squadron to compare records with us on total number of completed artillery adjustment problems; or on the number of trained pilots and observers in their officer personnel qualified by field experience in this essential feature of observation training.

This year the Division Aviation was called on to the full extent of equip-

ment and personnel during the general exercise at the close of camp, involving all arms. The problem this year was a Command Post exercise, centering on the regiment in defense. The Squadron furnished hourly battle reconnaissance from 12: M. June 25. Seventeen reports were delivered by dropped message to units in the field. These messages formed a scheduled part of the exercise, and were delivered by the Umpire to the Operations Officer at stated intervals, testing the unit on its facility in administration - handling details to get the message on its way - and on the ability of the pilots to search out well concealed combat units, secure satisfactory identification by panel or other means, and deliver the message on time to the proper Command Post. Each of these missions was executed accurately and strictly on schedule.

Artillery adjustment came early on the schedule at the 1930 camp, and the previous experience of the observation teams and battery commanders enabled them to work through their problems in record time, thus giving more officers an opportunity at this important phase than ever before. Major Haynes planned his training program so that all officers were given at least one assignment in the air, and to serve at least once in liaison capacity with the battery. The work of the air officer at the battery aids him materially through the better understanding gained of the ground phases of the exercise; and the presence of an air officer at the communications section of a battery assigned to an airplane adjustment problem often furnishes valuable assistance to the ground battery command, radio, and panel sections.

For three days during the concentrated training with field artillery, Lt. Dwight Smith, Photographic Officer, was called on repeatedly at unexpected intervals for emergency photographic missions. The photographs required were chiefly verticals of battery positions before, during and after occupation. In several instances, Lt. Smith had the prints developed and delivered to the proper officers in their position in the field, within an hour after receiving the order at the hangar. It was discovered that valuable information was revealed by these verticals. In one instance photographs taken over an area in which a battery had moved to a concealed position, the tracks left in moving in came out so clearly in the print that the position was disclosed. Another vertical plainly showed burned grass areas directly in front of concealed guns.

One of the interesting missions performed this year was an adjustment problem at Fort Warden with the National Guard Coast Artillery, involving the twelve, ten and six inch guns. Fort Warden is some sixty-five miles, airline, from our base at Fort Lewis. In a similar problem last year, aerial observation was maintained throughout the annual Coast Artillery exercise, but the air corrections were not actually employed during the problem, being used only as a check on terrestrial observation after completion of the shoot. Such a method includes obvious difficulties for the observer. Gun corrections are made from data other than his, and in his attempt to reconcile such corrections with his sensings, he naturally concludes that he has erred in judgment of distance, and in a further attempt to fix his error by a comparison of the burst and his own correction, he merely becomes more confused.

This fault was pointed out by Major Haynes, and at this year's exercise it was stipulated in the problem order that only air corrections be employed on the guns.

Two trips to Fort Warden, previous to the problem, were made by the observation team. All phases of the exercises were discussed by the pilot, observer and battery officers, followed by a thorough test of radio communication, in which test sensings were employed. Major Dohm, the battery commander, and Lieut. Grey, Regular Army Instructor at Fort Warden, extended the visiting observation team every courtesy, and went carefully into the details involved in the exercise.

Major C.V. Haynes, pilot, and Captain Robert Owen, Observer, worked the problem and were glad to call it a day after six hours of close work in the cockpit of the O2-H. One direct hit with the ten-inch guns, at 12,000 yards, was secured - the first direct hit in any problem fired at Fort Warden in a number of years. Some phases of the exercise may be of general interest, as this mission differs in many respects from adjustment with field artillery. Eight shots are fired in all, from both the twelve and ten-inch guns. The "K" factor, or time constant between shots, on the 12-inch gun, for example, is about forty seconds. The observation on the shot must be made and relayed to the battery in fifteen or twenty seconds at most to be of any use. The corrections for the first four shots are averaged by the officers at the battery plotting room, and usually reach the gun at the fifth or sixth shot. The code message must be rapped out with accuracy in the plane, as there is little time for repetition,

and also great probability of a repeated message being interpreted at the plotting room as another sensing. As corrections in range are estimated to ten-yard intervals, the code is also more prone to misinterpretation than when employing the larger unit corrections of field artillery. During the progress of this exercise at Fort Warden, photographs of the shell impacts are taken at each shot, from a fixed position on the tug which tows the target. The constant relation in direction and distance of the camera from the target, and the consequent determinable angles, gives sufficient triangulation data to solve for the error in range for each shot, with an average error in this computation of less than a yard. A hard and fast check of the accuracy of all observation during the exercise is thus secured. Lieut. Grey's discussion of this year's exercise gave the air service credit for considerably higher average estimates than any previous records of terrestrial observation over the same range. The airplane corrections were received at the plotting room at an average interval of less than fifteen seconds after impact.

It was officially noted at the critique that the exercise had demonstrated both the advantages of airplane observation in this type of shoot, and the satisfactory standard of training of personnel in the 116th Observation Squadron, evidenced by the work of the observation team. The report of the Regular Army Inspector for the encampment included a statement that the observations in this exercise in many instances coincided almost exactly with the photographic record.

But the final paragraph of the Inspector's report perhaps carried the most satisfaction to every member of our unit. In paragraph five he said: "It is considered that the organizations (116th Observation Squadron and 116th Photographic Section) are ready to take the field immediately for offensive combat service."

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67th SERVICE SQUADRON COMES TO LIFE AGAIN

The 67th Service Squadron, Air Corps, was reconstituted and organized at Kelly Field, San Antonio, Texas, on October 1st. The Squadron was made up of enlisted men in various grades and ratings in the Air Corps Unassigned, General Assignment Group, stationed at Kelly Field, and consists of 172 enlisted men under the command of Lieut. Max F. Schneider.

At the present time approximately half of the enlisted men are on detached service at Randolph Field. The July, 1930, Army List and Directory shows the 67th Service Squadron as part of the inactive 8th Pursuit Group, which with the 2nd Bombardment Group, forms the 2nd Bombardment Wing with home station at Langley Field, Va.

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SEVENTH BOMBARDMENT GROUP ENGAGES IN MANEUVERS

Cooperating with the 63rd Anti-Aircraft Regiment of the Coast Artillery, the 7th Bombardment Group, stationed at Rockwell Field, Coronado, Calif., engaged in maneuvers on October 13th, 14th and 15th for the purpose of testing the latest anti-aircraft equipment.

One flight of Pursuit was stationed at the United Airport, Burbank, Calif., to intercept attacks made by the 11th Bombardment and 95th Pursuit Squadrons. Three missions a day were flown, one in the morning, one in the afternoon and one at night. On each of these missions, the flight consisted of three Bombers and one flight of protecting Pursuit. Pursuit escorts were not flown on the night missions. The assaults on the airport were made under varying conditions and at varying altitudes. The final results of these exercises have not been published, but both forces claim victory.

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JUNGLE PETS AT FRANCE FIELD, PANAMA

The list of jungle-born pets which one may see around France Field, Panama, is a long one. Boa constrictors, honey bears and raccoons are a common sight, but it remains for Corporal Schwendinger and the 25th Bombardment Squadron to have the only collection of living wild deer to be found on any Panama Canal Army post. Two does and a buck comprise the zoo, and the two does have the distinction of being decidedly air-minded. One doe was brought from David, Republic de Panama, by plane, while the other was picked up, as a fawn, by two Navy flyers forced down on a coastal island up-country. The buck is a local product.

SEVEN AIRPLANES ESTABLISH CONTACT OVER WHOLE STATE IN ONE MISSION

Army airmen stationed at Maxwell Field, Montgomery, Alabama, recently performed a rather unusual mission of establishing contact with points throughout the whole State of Alabama in one mission, thereby demonstrating to the general public how the Air Corps goes about its work.

This mission is described by the Maxwell Field OBSERVER, published by the personnel of that field, as follows:

"In cooperating with the American Legion Posts of Alabama, seven planes were dispatched bearing drop messages to each of forty-four towns scattered throughout the State of Alabama. At some predetermined point the local Legion Post had established a Command Post at which a distinguishing panel was displayed upon signal from the airplane, the message being dropped at the panel. The planes had a definite time schedule laid out for arrival and departure from each town. Over 2,500 miles were flown, all over strange territory, using the ordinary 25-inch State maps, and every plane arrived at the stations assigned either at the appointed time, or a short time prior thereto.

Enthusiasm over the project was State wide. At many towns the school children were given an unscheduled recess in order that they might watch the airplane as it came over to deliver its message, and the Commanding Officer of Maxwell Field received telegrams from the Legion Posts advising of arrival of the ships. It is hoped that, since this mission proved so successful in Alabama, it may be carried to the neighboring States, thus building up a network of contact points, ready for instant operation in case of emergency.

This is a vivid testimony to the ability of the modern Army pilot, and to the effectiveness of the training schools in building men capable of navigating an airplane. It is valuable in that it demonstrates to the civilians that Army airplanes can be dispatched to their assistance upon exceedingly short notice, and that these airplanes can be depended upon to arrive at their destination. It creates confidence in our organization and leads the way to added mutual understanding between the Army and the public, forcing the latter to realize that in time of floods, riots, sickness, etc., Army planes are ready and capable of coming to their assistance, unconsciously establishing a realization of the peace time necessity for the Army, aside from the issue of preparedness."

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SAN ANTONIO AIR DEPOT A BEEHIVE OF INDUSTRY

During the months of July, August and September, 1930, the Engineering Shops of the San Antonio Air Depot, Duncan Field, Texas, overhauled a total of 74 airplanes and 202 engines, and repaired 69 airplanes and 207 engines. The following tabulation will tend to show in detail the work done at the San Antonio Air Depot during the third quarter of the Calendar Year 1930:

Type of Airplane	July		August		September		Total	
	Overhauled	Repaired	Overhauled	Repaired	Overhauled	Repaired	O	R
A-3	3	3	2	4	1	-	6	7
A-3B	-	1	1	2	1	2	2	5
BT-1	3	1	3	-	3	3	9	4
C-1-C	-	2	-	-	-	1	-	3
C-7	-	1	-	-	-	-	-	1
C-9	-	1	-	-	-	-	-	1
D.H.	-	-	-	-	5	1	5	1
DH-4M-2	1	-	-	2	-	-	1	2
DH-4M-2P	-	-	1	-	-	-	1	-
DH-4M-2T	4	-	4	-	-	-	8	-
Fleetster	-	-	-	1	-	-	-	1
Fokker	-	-	-	-	-	3	-	3
LB-5	-	-	1	1	-	-	1	1
LB-5A	-	2	-	-	-	-	-	2
N.S.	-	-	-	-	-	1	-	1
O-2	-	2	-	-	-	-	-	2
O2-H	1	3	1	4	4	2	6	9
O2-J	-	-	-	3	-	-	-	3
O2-M	-	-	-	2	-	-	-	2
O2-M3	-	-	-	-	-	2	-	2
To be F'w'd	12	16	13	19	14	15	39	50

Type of Airplane	July Overhauled	July Repaired	August Overhauled	August Repaired	September Overhauled	September Repaired	Total O	Total R
Forwarded	12	16	13	19	14	15	39	50
O-19B	-	3	-	3	-	2	-	8
Pl-D	1	-	3	-	1	1	5	1
Pl-E	-	-	-	-	1	-	1	-
Pl-F	1	-	-	-	3	-	4	-
PT-1	-	2	-	-	-	-	-	2
PT-3	1	1	2	-	3	-	6	1
PT-3A	9	1	4	3	3	-	16	4
PW-9D	2	1	-	2	-	-	2	3
PW-9C	-	-	1	-	-	-	1	-
Total	26	24	23	27	25	18	74	69
Type of Engine								
Curtiss D-12	43	2	30	1	23	-	96	3
Liberty	-	68	-	77	-	45	-	190
Wright-E	-	3	-	-	-	-	-	3
Wright J-5	22	2	39	2	34	1	94	3
Wright J-6	5	1	3		4	6	12	7
Wasp	-	-	-	1	-	-	-	1
Total	70	76	71	81	61	51	202	207

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ARMY AIRMEN ALWAYS ON THE GO

Two items which appeared in a recent issue of the Maxwell Field OBSERVER bears eloquent testimony of the fact that the job of the Army airman of today is hardly calculated to keep him close to where the home fires are burning. Between ferrying airplanes across the continent and going out on varied flying missions, tactical and otherwise, ample opportunity is afforded to test the truthfulness of the time-worn assertion that "Absence makes the heart grow fonder."

One of the personals in the OBSERVER is to the effect that a certain Captain came back to the post by train on a Sunday night from Santa Monica, Calif., to which place he had ferried an O-22 Observation plane. Farther down in the same column, under the caption of "Last Minute Social Item," appears a squib to the effect that the Missus wishes to announce that the Captain is visiting in her home for several days and that possibly a tea in his honor will be announced later.

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MORE ABOUT THAT KELLY FIELD - CROCKETT GOLF MATCH

The battle of words between Fort Crockett and Kelly Field came to a climax when the Kellyites, headed by their Commanding Officer, Major Frederick L. Martin, swooped down into Galveston, prepared to do or die in the attempt. They were met at the flying field by Major Davenport Johnson, who escorted them into Fort Crockett.

At the entrance to the Post, the visitors' startled gaze fell upon a funeral cortege in full array. They were ordered to dismount and take a last look at the deceased, who was calmly resting in a black casket surrounded by Ye Gods Own Chosen People, the Third Attack Group Golfers. The invading divot diggers were undismayed by the sight of their dead "hopes" and with fierce determination swept the chosen ones off their feet, winning six of the ten matches.

It is not known if Major Johnson ever ate any of the worms mentioned in the challenge to the Golf Representative at Kelly Field.

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Lieut. F.D. Lynch, recognized as one of the authorities on communications in the Air Corps, who has been stationed at Kelly Field, is being transferred to Dodd Field for the purpose of organizing a communications unit at that field.

THIRD ATTACK GROUP STARTS RADIO BROADCASTING

The Third Attack Group, stationed at Fort Crockett, Galveston, Texas, and commanded by Major Davenport Johnson, Air Corps, has adopted an effective method of disseminating aeronautical information, thereby promoting greater interest on the part of the public in aviation matters.

Each Wednesday evening, the Third Attack Group Orchestra plays over Radio Station KFUL, Galveston, Texas, and offers entertainment in a program known as the Fort Crockett Hour. Fifteen minutes of this hour are devoted to a talk on aviation by some officer stationed at the post.

Officers who have already appeared before the microphone, and the subjects they covered are enumerated below: Captain S.J. Idzorek, "Attack Aviation, Its Foibles and Fancies;" Major Robert C. Murphy, "Parachutes;" Major Charles E. Brenn, "The Medical Side of Aviation;" Lieut. John P. Whitely, "Aeronautical Engineering;" and Captain James F. Doherty, "Commercial Aviation and Its Aid to the Community."

Each program presents a different speaker with a new topic. That this broadcasting is appreciated is evidenced by the fact that large numbers of letters are received by Station KFUL, commending these programs and requesting a continuation of same.

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CONTRACTS FOR NEW AIR CORPS EQUIPMENT

The Assistant Secretary of War, the Hon. F. Trubee Davison, recently approved two contracts for new equipment for the Army Air Corps, involving an expenditure of $235,209.07. One contract, amounting to $214,892.38, awarded the Wright Aeronautical Corporation of Paterson, N.J., covers 40 Wright air-cooled "Cyclone" engines, Model R-1750-P, with spare parts and engineering data. Twenty of these engines are to be installed in a similar number of Fokker single-engine Cargo type planes, while the remainder will be used for spares.

The Detroit Aircraft Corporation, Detroit, Mich., will receive a contract for an additional Detroit "Lockheed" fast single-engined Transport plane, at a cost of $20,316.69, including engineering data. This plane will be equipped with an air-cooled type SR-1340-E Pratt & Whitney "Wasp" engine, and an improved landing gear. This contract was awarded for the purpose of conducting further service tests on a Transport of this particular type.

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INDUSTRIAL HEADS VISIT WRIGHT FIELD

Wright Field, Dayton, Ohio, was visited on October 10th by almost one hundred industrial executives and bankers as part of a tour of important research laboratories arranged by the National Research Council, Division of Engineering and Industrial Research. Maurice Holland directed the tour, which was made by special train and boat. Lieut. Samuel P. Mills, Chief of the Technical Data Section, Materiel Division, Wright Field, was in charge of the field inspection of the various laboratories and test plants, as well as the program of entertainment.

The group was welcomed by an address of Brig.-General H.C. Pratt, Chief of the Materiel Division. Following the field inspection and luncheon, the party was taken to the hangars and viewed an air exhibition. Lieut. Mills described the various air maneuvers by radio and a loud speaker system. Members of the party, which included representatives of the leading industries of the country, expressed themselves as enthusiastic over the work being carried on by the Materiel Division.

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HOW THE HAT-IN-THE-RING INSIGNIA CAME INTO BEING

According to Captain Rickenbacker, premier American "Ace," the old insignia of his famous 94th Aero Squadron, which was called the Hat-in-the-Ring insignia, was conceived as follows:

Major John Huffer, the Squadron Commander, suggested Uncle Sam's traditional stove-pipe hat with the stars and stripes for a hat band. Lieut. Walters, of Pittsburgh, Pa., the Flight Surgeon for the Squadron, said - "Why not the hat-in-

the-ring, signifying that American flyers have tossed their hat into the ring as a challenge to the aerial activities of the enemy?"

With a rousing cheer, the Squadron officers gave their approval. The next day Lieut. John Wentworth, of Chicago, made up some drawings of the insignia, which was destined to strike terror into the hearts of the flying Boche.

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A TRUE RADIO STORY

The wonders of radio were well demonstrated at France Field, Panama Canal Zone, recently, when Captain Edwin F. Carey, commander of the 63rd Service Squadron, found himself unable to attend a dinner given by his old National Guard Cavalry troop, held at the Elks Club in Brooklyn, N.Y.

On the night of the dinner, Captain Carey asked Corporal Farwell, of the 25th Bombardment Squadron, if it would be possible to get New York on the Bombardment Squadron's radio. Farwell promised to try. A short time later, Farwell called Captain Carey and told him that he was in touch with an operator on Riverside Drive, New York City, who was asking as to what message the Captain wished to have phoned to the dinner.

Captain Carey sent his regards and expressed his regrets at not being able to attend. The New York operator came back with a reply that there would be sent Captain Carey a list giving the names of all those attending the dinner, and mentioned such names as Brigadier-General M.D. Bryant, Brigadier-General Charles D. DeBois and others. Captain Carey said that these names mentioned by the operator proved beyond a doubt the authenticity of the contact. Needless to say, the Captain is now thoroughly "sold" on radio.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: Major George Lovell, Jr., Assistant military attache, Rome, Italy, to duty at Langley Field, Va., effective February 25, 1931.

Captain Aubrey I. Eagle, Langley Field, to Washington, D.C., to appear before Army Retiring Board for examination.

Orders assigning Capt. Dache McC. Reeves, from Philippines, to Langley Field, Va., amended so as to assign him to Wright Field, Dayton, Ohio.

Orders assigning Capt. Dudley B. Howard to Scott Field amended, assigning him to Wright Field.

1st Lieut. Phillips Melville, Assistant Military Attache for Air, Havana, Cuba, to Langley Field, Va.

1st Lieut. Hilbert M. Wittkop from New York University, New York City, to Mather Field, Sacramento, Calif.

1st Lieut. Samuel P. Mills, Wright Field, to New York University, New York City, for duty as student.

1st Lieut. Gilbert S. Graves, Philippines, to Hqrs. 9th Corps Area, Presidio of San Francisco, Calif.

2nd Lieut. William J. Clinch, Mitchel Field, to Crissy Field, Calif.

2nd Lieuts. Eugene H. Rice, Guy F. Hix and George R. Geer from Air Corps Training Center to Dodd Field, Fort Sam Houston, Texas.

2nd Lieut. Clarence K. Roath, Letterman General Hospital, to proceed to his home to await retirement.

Orders assigning 2nd Lieut. Charles Sommers from Advanced Flying School, Kelly Field, to Mather Field, Calif., revoked.

Orders directing 2nd Lieut. Jerald W. McCoy to sail from New York City to Panama, December 2nd, revoked.

2nd Lieut. Elwood R. Quesada from Office Chief of the Air Corps to Havana, Cuba, for duty as Assistant Military Attache for Air.

2nd Lieut. John F. Fite from Fort Crockett, Texas, to March Field, Calif.

Reserve Officers ordered to extended active duty: To Maxwell Field, Ala.- 2nd Lt. Charles M. Gravatt, Nov. 1,'30 to April 4, 1931; 2nd Lt. Philip A.Roll, Jan. 5 to June 30, 1931 -- To Langley Field, Va. 2nd Lts. Dewey Bartlo, Dec. 29 to June 27, 1931; Willard J. Venen, Dec. 30 to June 28, 1931; 2nd Lt. Wallace S. Dawson, Nov. 15 to June 30, 1931 -- To Fort Crockett, Texas, 2nd Lt. Wm. G. Catron, Jan. 2-June 30, 1931 -- To Fort Sam Houston, Texas, 1st Lt. Norfleet G. Bone, Nov. 23-May 22, 1931; 2nd Lt. Thomas J. Parkes, Dec. 2-May 31,1931 -- To Rockwell Field, Calif. 2nd Lt. Carl B. Fry, Jan.2-June 30,1931 -- To Marshall

Field, Kansas, 2nd Lt. Earl Edward Myers, Oct. 20-June 30, 1931.

Promotions: Rank from November 1, 1930. To Captain: 1st Lieutenants William A. Hayward, Edmund P. Gaines, Harvey W. Prosser, Clayton L. Bissell, Horace S. Kenyon, Jr., and Leland C. Hurd.

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A MOST UNUSUAL MOTHER

Mrs. George Campbell, of Anadarko, Oklahoma, mother of Donald Campbell, one of the two Flying Cadets killed in a plane crash on August 18th last, was present at the graduation exercises at the Advanced Flying School which took place on October 11th. To each of 25 members of the graduating class who came to the Advanced Flying School at Kelly Field four months ago from March Field, Calif., with her son, she presented a leather wallet. Another son, George Campbell, Jr., has just begun training at the Primary Flying School at Brooks Field, Texas.

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STATUS OF INSTRUCTION OF OFFICERS OF ARMY AIR CORPS

Statistics recently compiled in the Office of the Chief of the Air Corps as to the status of instruction of Air Corps officers in service schools as of September 30, 1930, disclose the following:

Graduates or students of Army War College - 17 field officers

Graduates or students of Army Industrial College - 12 field officers, 23 company officers.

Graduates or students of Command and General Staff School, 67 field officers, 11 company officers.

Graduates or students of Air Corps Tactical School, 59 field officers, 70 company officers.

Graduates or students of one or more of the Air Corps Technical Schools - 25 field officers, 265 company officers.

Graduates or students of technical or other courses at civilian educational institutions, under 127-A of National Defense Act, 5 field officers, 52 company officers.

Graduates of foreign service schools - one field officer, 2 company officers.

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TO CHECK AIR NAVIGATION MAPS

Two Air Corps officers, 1st Lt. Harold G. Peterson, from Mitchel Field, N.Y., and 2nd Lt. Elvin F. Maughan from Post Field, Fort Sill, Okla., are now on temporary duty in Washington for the purpose of checking air navigation maps.

An approved Air Corps project for the Fiscal Year 1931 calls for the compilation and printing of 8 Air Corps strip maps covering the following routes:

March Field, Riverside, Calif., to Yuma, Arizona.
Washington, D.C., to Fort Bragg, N.C.
Montgomery, Ala., to Monroe, Louisiana.
Monroe, Louisiana, to Dallas, Texas, via Shreveport, La.
Dallas, Texas, to Midland, Texas.
Midland, Texas, to El Paso, Texas, via Pecos, Texas.
Fort Sill, Okla., to Midland, Texas.
Middletown, Pa., to Buffalo, N.Y.

It is estimated this project will involve about a year's work, the compilation work on each map requiring approximately six weeks. The Engineering Reproduction Plant in Washington makes a compilation of maps from various government sources in Washington, and the Air Corps has considered it desirable that each route be flight-checked and corrected by actually checking each feature which can be used as a landmark, in order to insure that there are no errors.

It is proposed that the two officers above named proceed first to check the Middletown to Buffalo route, and at the end of that time return to Washington to discuss the procedure they employed and have their work coordinated by the Office of the Chief of the Air Corps. It is believed that with the experience obtained by these officers in checking the first strip map and the course of procedure to be followed in this line of work definitely established they would be qualified to proceed to check the remaining seven maps.

NOTES FROM AIR CORPS FIELDS

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Selfridge Field, Mich., Oct. 31th:

On Oct. 24th an event took place at Selfridge Field, the like of which has never been seen here before, namely, three complete tactical squadrons of 18 planes each, plus a Headquarters element consisting of the Group Commander and his Staff, took the air all at the same time and engaged in a tactical problem.

On Oct. 27th, the 17th Squadron flew a demonstration formation over Detroit to help the local Navy personnel to celebrate "Navy Day".

Old man weather stepped in the other day and took a "mean swipe" at Selfridge Field and vicinity, kind of giving us a taste of what's in store for us in the future. This little antic caused a considerable run on Air Corps Supply for heavy clothing.

Speaking of tactical training a little while ago, we forgot to mention that the Group is doing plenty. We are engaged in a very active training program, which consists of two periods of Group training each morning and a period of Squadron training in the afternoon. All conceivable Pursuit tactics are being tried out, and tactics and attacks of anything from single ships to a group are being perfected.

17th Pursuit Squadron, A.C.: On October 5th, Lieuts. Warburton and Burns departed under the command of Lieut. Richards for Seattle, Wash., to ferry back three new P-12's. On their return they reported a very trying trip because of the fog throughout the trip, but also an enjoyable one.

On October 18th, Capt. Hoyt departed for Seattle in command of an element to ferry three new P-12C's back to Selfridge. Capt. Hoyt reported perfect flying weather throughout the trip, and it must have been because he returned the following Friday.

On a personal cross-country, Lieut. Warburton found that landing after dark and in a snowstorm besides, wasn't a very good policy. He has decided not to go on any more for a month, a rather opportune decision we think.

Lieut. Coleman is back on duty again after an operation for accute appendicitis which proved to be very successful.

The Squadron now has eighteen P-12C's. Every one is quite elated, as this is the first time in a year and a half that the 17th had a full squadron. At the present time we have more airplanes than pilots, which is something new. On the 18th, Lieut. Reed flew to North Carolina, a trip that had been planned for a long time. Lieut. Van Auken went to New Jersey the same week-end.

Selfridge Field opened its first season of football as a post team on October 11th, when they met the Doughboy aggregation from Ft. Wayne. Selfridge wing formation B had little trouble in running up a score. The game ended 51 - 0 favor of Selfridge.

In the next game, October 11th, was with an independent team from Port Huron, a little too much confidence on the part of Selfridge and an aggressive team opposing them made the outcome doubtful. Port Huron made most of its yardage around the ends, but the Flyers' defense tightened up at the crucial moments. After some hard fought periods, the game ended 0 - 0.

The following Sunday, Selfridge encountered "Tuffy" Johnson's team at Scott Field. The game started with a bang and Selfridge scored in the first quarter. Scott tightened up and held Selfridge until the end of the half, when two touchdowns were scored, one a pass to Meehan. Early in the second half, Scott scored on a long pass, which made it 19-7. Selfridge got mad and started to work. A lateral scored a touchdown and again, one minute before the end of the game, a pass behind the line netted another score. When the whistle blew it was 31-6, favor of Selfridge.

Selfridge boasts a light, hard playing backfield, and an aggressive line. The wing positions stand improvement, but experience is showing results. Lieuts. Meehan, Harbold and Ramey are acting as coaches, with the managerial end being conducted by "Johnnie", A.T. Johnson.

Selfridge journeyed to Chanute to meet "Auggie" Straubel's school boys on November 2d, and the result was a real football game.

Selfridge got the jump at the start and began a march down the field. Chanute tightened up and stopped all progress when a fumble gave the ball to Chanute on the twenty yard line. Chanute kicked to our thirty yard line. Selfridge took the ball down the field for a seventy-yard march, where Saums scored. The

kick was blocked.

In the second quarter Selfridge got the ball on the fifty-yard line on an exchange of kicks. A pass, Algren to Everett, put the ball on Chanute's ten-yard line. Chanute "braced" and "held for downs" on their one foot line. Chanute's kick went out of bounds on their own twenty-yard line. Selfridge took the ball over in four plays. The kick was again blocked. At the end of the half it was 12-0, favor of Selfridge. The second half opened with Chanute reviving. We are not sure what "Auggie" told his school boys in between the half, but they certainly emerged with blood in their eyes. With Denham and Griswold hitting the line and catching a short, flat pass, Chanute marched to Selfridge's goal line, but were held. Selfridge got off a poor kick, leaving Chanute within the scoring zone. They took advantage of the situation and scored. Griswold scored the extra point on a line play, Denham and Griswold again featuring. Selfridge received the kick off and dropped it. After two line attempts Selfridge kicked. Again Chanute started for the goal line, but were stopped. Selfridge made one march but lost the ball on a dropped pass over the end zone when the quarter ended. The fourth quarter was a defensive act on the part of Selfridge. Chanute was after a score and passes were their means of effecting same. They reached Selfridge's twenty-yard line with fourth down and time for one play. The pass was grounded and Selfridge took the ball on their own twenty-yard line as the game ended 12-7.

94th Pursuit Squadron,A.C.: 2d Lieut. Hugh O. Coleman, Air-Reserve, reported for duty and was assigned to the 94th Squadron. He is a recent graduate of Kelly and we all extend our wishes for his success.

Lieut. A.T. Johnson, flying a Douglas C-1, had a forced stay at Chanute Field, while en route to Selfridge. He was in charge of the Post football team on its invasion of Scott Field, and was homeward bound, when engine trouble developed.

The following promotions in the non-commissioned grades were made on Oct. 4th. To Staff Sgts.: Sgts. Emery Desloges; Charles Jauga and William Hofman. To Sergeants: Cpls. Edwin Baker; Alfred Strom and Edward Bruce. To Corporals: William Schultz; Richard Elliot; Charles Schatz and John Anderson.

57th Service Squadron,A.C.: The 57th Service Squadron gave a dinner in the squadron mess on October 20th in honor of Lieut. and Mrs. Walter E. Richards on the eve of their departure for their new station at Mather Field, Calif. The enlisted personnel and their wives had all officers and ladies of the squadron as guests. Capt. Riderick N. Ott, the Squadron Commander, acted as master of ceremonies and presented Lieut. Richards with a wrist watch from the men in the squadron.

The first streaks of gloomy dawn that bore the announcement of the month of October, gave no hint of the roseate thirty days the 27th Squadron was to experience. The condition, time Honored and accepted by custom, in which anxious pilots clamored for ships that did not exist was yet in effect; and veteran crew chiefs sadly carassed cresent wrenches grown rusty from disuse. No mark of distinction had been bestowed upon any of a dozen illustrious pilots for the preceding month. In short, things looked anything but bright for the Squadron.

It is a long lane that has no turning, however, and scarcely was the month under way when the Gods of Fortune turned upon us the smile that had lasted for the remainder of the month. First in this avalanche of fortune was the announcement that all the P-1's on the field were to become the property of the squadron. For the first time in the history of aviation, the 27th Squadron sallied forth on the foggy fields of sham-battle with its full shamming force of eighteen airplanes.

The Squadron's craving for its normal share of distinguished pilots has been satisfied, and more. The first and most distinguished of these honored men was 2nd Lieut. C.L. Brignall, who, by judiciary conduct on the local Golf Links, was appointed Golf Aide and given Golf Leave. Lieuts. George F. Smith and Bryant L. Boatner were unanimously elected Squadron Playboys in honor of distinguished cross-country work. Lieut. Lidster was elected permanent President of the Lost and Found By Telephone Club by virtue of recent navigation research over the barren wastes of Central Michigan. Lieut. W.R. Morgan has proven beyond doubt the value of his heretofore doubted smoke candle process, This process says the originator "can easily be adopted to drygoods stores and stock rooms". Lieuts. Davis and McGuire have practically completed an invention that will, we are told, revolutionize the tactical situation. This invention will, by the use of sponge rubber bullets, decide the critique conductor. No more will the state-

ments be doubted when an irate element leader shouts that he shot down the First Flight.

Capt. Blessley has rapidly assumed command of the 27th Squadron and assures us that in the future this organization will uphold traditions and will maintain the same remarkable standards of conduct and efficiency.

Luke Field, T.H., October 10th:

Capt. George P. Johnson, A.C., was ordered back to the mainland on the November 15th Transport, and assigned to Langley Field, Va., Capt. Johnson was Commanding Officer of the 23d Bombardment Squadron and then made Commanding Officer of the 4th Observation Squadron, when that organization's commander sailed for the mainland.

Capt. Ulysses G. Jones, A.C., assumed command of the 4th Observation Squadron vice Capt. George P. Johnson.

1st Lieut. Harold F. Rouse, has just completed a two months' course at the Cooks and Bakers School, Schofield Barracks, T.H.

Upon the formation of two new organizations at Wheeler Field, three officers were transferred from Luke Field - 1st Lieuts. Robert H. Finley, John H. Dulligan and 2nd Lieut. F. Edgar Cheatle.

Tech.Sgt. Gabriel Klemp, who was retired from the Military Service on July 31st last, was killed in an automobile accident in Honolulu. Sgt. Klemp had been in charge of the parachute department for a few years prior to his retirement. Although he became separated from the service, he accepted a Civil Service appointment and remained in charge of that department. His untimely loss is felt keenly by his many friends and admirers to whom he was known as "Tony".

On Sept. 17th the following promotions of non-commissioned officers, were announced. -TO SERGEANT: Cpl. A.J. Oldzanowicz, TO CORPORAL: Pvt. 1st Cl. Oscar Morrissette, in the 23d Squadron. On the 22d the following promotions were announced in the 72d Squadron. - TO STAFF SERGEANT: Sgt. J. Robinson. TO SERGEANT: Cpl. J.J. Schmidt. TO CORPORAL: Pvt. 1st Cl. E.G. Burdett and Pvt. J.L. Donley. On Oct. 8th, Sgt. Russell M. Highley was promoted to Staff Sergeant, 65th Squadron.

Training for September consisted of practice flights of pilots to maintain their proficiency and flights for training of aircraft crews, including armament, administration, airplane mechanics and other duties of enlisted personnel. All non-commissioned officers received instruction in physical training, and the troops received instructions in close order drill.

Nineteen non-commissioned officers were selected to take a course in Aerial Gunnery. Lieut. E.G. Johnson is in charge of the instruction. They have completed the ground course this month and hope to fire the prescribed course from the rear cockpits of the LB-6 Bombers during the coming month.

On September 27th, ten new Observation airplanes arrived at this station. Members of Luke Field had been waiting a long time for the new ships. The first test flight was made with 1st Lieut. John W. Warren at the controls. These planes are for the 50th Observation Squadron, which will be reorganized in the near future.

Inter-squadron competition for the KUNTZ-MOSES athletic Memorial Trophy commenced on the 29th, when the Basketball League opened. Teams representing Staff, 4th, 23d, 65th and 72d Squadrons, and the Recruit Training Center are entered. The playing this year has been exceptionally good. The present standing of the League is as follows: 23d Sq. Won 3, Lost 1; 65th Sq. 2-1; 4th Sq. 1-1; Staff 1-2; 72d Sq. 1-3; R.T.C. 0-2.

The Sector Volley Ball League, with teams representing Forts Shafter, DeRussy, Armstrong, Ruger, Kamehameha and Luke Field have just completed the first half. Luke Field isn't far behind, and we still hope to carry away the honors. The standing of the League is as follows: Ft. Shafter won 4, lost 0; Luke Field 5-1; Ft. Kam, 2-1; Ft. Armstrong, 1-2; Ft. DeRussy, 1-4; Ft. Ruger, 0-4.

Kelly Field, San Antonio, Texas, Nov. 5th:

Maj. Willis Hale and Lieut. Arthur Ennis of the Office of the Chief of the Air Corps; Capt. Ralph Weems and Lieut. James T. Curry of Langley Field, Va., and five officer observers from Ft. Sill, Okla., were visitors at Kelly Field this week. They came to witness the bombing tests at Camp Stanley.

Capt. J.K. Cannon and Lieut. O.P. Weyland left Kelly Field Oct. 31st, by rail, for Wright Field, Dayton, O., for the purpose of testing experimental

airplanes at that station.

Lieut-General Werner von Blomberg, Commander of the First Division of the German Army, accompanied by Col. Erich Kuhlenthal, G-2 of the German General Staff, was a visitor at Kelly Field, Monday, Oct. 20th. He was received with the customary cannon salute and inspected the activities of the Post. An Attack and Pursuit formation gave an exhibition of tactical flying for the visitors.

Maj. C.L. Tinker, Assistant Commandant of the Advanced Flying School, and Major S.E. Brown, M.C., Kelly Field Flight Surgeon, left Kelly Field last week for their new station, Mather Field, Calif.

Lieut. Y.H. Taylor returned to Kelly Field from leave of absence, Oct.30th.

Lieut. J.R. Drumm returned to Kelly Field after two and one-half months leave of absence.

Lieut. H.R. Baxter has returned from a sixty-day leave.

The following-named enlisted men of Kelly Field have gone to Chanute Field, Ill., to take the course at the Air Corps Technical School: Pvts. E.H. Mooring, C.H. Williams, W.K. Kiltner, and A.E. Pfinninger.

Sgt. Fred A.Lindsey, a member of the Air Corps Training Center Band, left Kelly Field for foreign service at Panama.

Congratulations of the entire 40th School Squadron go to Staff Sgt. Albert B. Burt who was married Oct. 21st.

Pvt. Lawrence E. Todd, 41st School Squadron, returned to Kelly Field from Chanute Field, Ill., where he took a course at the Air Corps Technical School.

A Hallowe'en dance for enlisted men was held at the Kelly Field hostess house on the night of Oct. 30th.

Fort Crockett, Texas, Oct. 15th:

The Ft. Crockett football team, 8th Corps Area champs for 1929, played two more games. The second game of the season was with the strong Beaumont Toggery team and ended in a 6-6 tie. The third game of the season was with the Brooks Field eleven and resulted in a 7-7 tie. Both teams were unable to open up on account of a sticky, muddy field. Although the Crockett eleven used a defensive policy throughout the game, in an attempt to wear their opponents down, they were not outplayed in a single quarter. Everything points toward another successful season for the Ft. Crockett team.

Six planes of the Third Attack Group, led by Maj. Davenport Johnson, flew to Aberdeen, Md., recently, where they participated in the Ordnance Day Exercises held there Oct. 9, 10 and 11.

The Third Attack Group is receiving six new officers, recent graduates from Kelly Field. They are: 2nd Lieuts. Robert A. Bolyard, Roscoe R. Burley, Charles E. Causer, Walter C. Kent, Samuel S. Nuckols and John M. Schweizer, Air Corps Reserve.

Fort Crockett, Texas, Nov. 1st:

The Ft. Crockett football team suffered some severe beatings in their last two games. On Oct. 19th they met the Little Hurricanes in the first game for the city championship and were swamped to the tune of 15-0. They were favorites to win by a twelve point lead before the game. On Oct. 26th they lost to the Houston Sporting Goods eleven by a score of 7-6. The Flyers appear to have lost all spirit and interest but, nevertheless, they are working hard and may snap out of it by the time the tournament starts at Ft. Sam Houston. The line has been strengthened with the addition of Walter C. Kent, 2d Lt., A.C.R., who arrived from Kelly Field a short time ago. He is coaching the line now and his excellent work is showing results.

The distinctive charm of simple elegance prevailed in the bridal setting of Mr. and Mrs. Thomas R. Hancock's handsome home on Wednesday evening, Oct. 29th, for the wedding of their daughter, Lucille Winnifred, whose marriage to Lieut. Robert K. Taylor, 3d Attack Group, was solemnized at 7:30 P.M. Among those in attendance were Lieut. Dick Reeves, best man; Lieuts. Dave Ramsey, Oscar Beal, Frank Everest and Ralph Stearly.

San Antonio Air Depot, Duncan Field, Texas, Oct. 27th:

During their recent visit of inspection of the Air Corps Training Center at San Antonio, Brig.-General Benjamin D. Foulois, Asst. Chief of the Air Corps,

and Major W.G. Kilner, Executive, Office of the Chief of the Air Corps, were guests of Brig.-General Charles H. Danforth, Commanding General of the Air Corps Training Center, and Major A.W. Robbins, Commanding Officer of this Depot, respectively, and were also guests at a luncheon given at the Depot on October 7th, in connection with the regular monthly conference held at this Depot on supply and maintenance in this Area.

On Oct. 15th the Depot received the honor of a visit from Lieut.-General von Blomberg and Col. Kuehlenthal, of the General Staff of the German Army, who were interested in viewing the activities of the Engineering Shops of this Depot while on their recent formal visit to Ft. Sam Houston and the Air Corps Training Center.

Maj. M.F. Davis and 1st Lieut. L.P. Whitten of the Office of the Chief of the Air Corps, visited this Depot on Sept. 29th and Oct. 6th, respectively, ferrying O-11 airplanes to this Depot from the Boston Airport, Boston, Mass., and leaving here by rail for the Douglas Airplane Co.'s factory at Santa Monica, Cal.

Maj. Charles M. Roberts, Commanding Officer of the San Antonio Arsenal, and 1st Lieut. J.L. Holman, of that establishment, were informal visitors at this Depot on Oct. 10th, being desirous of examining certain technical operations in our Engineering Shops.

Maj. Robert W. Grow, 12th Cavalry, Mrs, Grow and their young son, Robert M. of Ft. Brown, Texas, spent the week-end of Oct. 18-19 as guests of Capt. Warner B. Gates and family at this Depot.

Capt. Victor H. Strahm and 2nd Lieut. Thayer S. Olds, A.C., were visitors at this Depot on Sept. 26th, from Selfridge Field, Mich., ferrying in two P-1B planes, and leaving here by rail for the Boeing Aircraft Co.'s plant at Seattle, Wash.

Capt. D.P. Muse of Maxwell Field, Ala., en route on cross-country from that station to March Field, Calif., stopped over at this Depot, Oct. 16th to 19th for engine repairs.

1st Lieut. Wm.N. Amis of the Air Corps Materiel Division Headquarters, Wright Field, Ohio, visited this Depot, Oct. 15th and 16th on cross-country and conferred with officers of the Depot on airplane and engine overhaul matters, leaving here Oct. 17th for Ft.Crockett, Texas.

Capt. Walter H. Reid, A.C., Instructor with the 36th Division Aviation, Texas National Guard, Houston, ferried a BT-1 plane of that organization to this Depot, for repairs, on Oct. 21st.

2d Lieut. Charles K. Moore, Ft.Sill, Okla., was on temporary duty at this Depot Sept. 22d to 30th, conferring on and studying Air Corps supply matters.

Lieut. Charles H. Payne, Naval Air Reserve, accompanied by Capts. Floyd A. Wilson and James L. Giffin, Air Corps Reserve, on cross-country in a Pan-American Bellanca monoplane from Mexico City, stopped here Oct. 23d for emergency repairs to their equipment.

Congratulations are in order for Capt. Charles E. Branshaw, our Chief Engineer Officer, on his promotion from 1st Lieut., received on Oct. 6th.

1st Lieut. Thomas H. Chapman and family are a recent addition to this Depot's circle, having been welcomed back on Aug. 17th from a tour of foreign service in the Philippines. They are no strangers to this vicinity, as Lieut. Chapman was on duty at this Depot for over three years prior to his Philippine tour. While en route to this station, Lieut. and Mrs. Chapman were the recipients of congratulations upon the arrival of a little daughter, Olga Mary, born at San Francisco on Aug. 6th.

Capt. Joseph W. Timmons, Jr., our Quartermaster, returned to the Depot on Oct. 7th from a leave of absence of about two months on a visit to Montana.

Rockwell Field, Coronado, Calif., Oct. 15th:

General Fechet landed at Rockwell Field on Oct. 6th for a short conference with local officials. The General flew solo, ferrying one of the new BT2-B ships to the east coast.

An aerial review and demonstration by the 7th Bombardment Group was cancelled at his request. General Fechet left this station on the 7th continuing his flight east.

Rockwell Field officers were given the opportunity to observe bombing experiments conducted by the Navy on Oct. 8, 9 and 10th. Two de-commissioned destroyers were used as targets for light bombs and machine gun fire. Fifteen

officers were guests of the Navy each day on board the aircraft tender "Aroostook". The experiments were very successfully carried out and were highly educational to those who witnessed them.

On Oct. 7th, Lieut. William Groen,Jr., of Rockwell Field, took as his bride Miss Mabel Simmons of Whittier, Calif.

Lieut. Groen graduated from the Air Corps Flying School on Oct. 12,1929, and was ordered to Rockwell Field, where he is on duty with the 11th Bombardment Squadron. Three members of his squadron, Lieuts. R.E. Selff, R.K. Urban and C.B. Davis, were in attendance at the wedding, landing somewhat of a military atmosphere.

Lieut. and Mrs. Groen are now at home to their many friends in their Coronado residence.

A dance in honor of Maj. and Mrs. Barton K. Yount was held at the Officers' Club on Oct. 10th. The Club was attractively decorated with potted palms, ferns and pepper boughs. A six-piece orchestra furnished music for the occasion.

This was the first dance held at the Club for some time, and all enjoyed themselves immensely. The entertainment committee is planning other lively affairs in the not-too-distant future.

Lieut. S.K. Robinson, tennis representative of the Post, is quite busy collecting a team to enter in the newly formed Bay City Tennis League.

Considerable interest has been shown in tennis by the Post Officers, and Rockwell will be creditably represented. Future matches are planned with teams from Crissy and March Fields.

The 95th Pursuit Squadron received seven of the new Boeing P-12C's. These ships have been painted with the squadron insignia and, in addition, the flights to which they have been assigned have them all decked out in flight colors. Ships that were assigned to flight and element leaders are rapidly being equipped with two-way radio sets.

"A" Flight of the 95th Pursuit Squadron has completed ground gunnery. Nine pilots fired both preliminary and record. The entire course was completed in nine flying days. Due to the short time allotted for practice and adverse gunnery weather, the scores made were not as high as could be expected.

Lieut. Joseph G. Hopkins, 95th Pursuit Squadron, Rockwell Field, received orders from the War Department, transferring him to Mather Field, Sacramento, for duty there. Lieut. Hopkins attended Columbia University for two years. He served on the Mexican Border in 1917, and in the 27th Division, A.E.F. in 1918. In 1925, he was graduated from the Air Corps Flying School and was sent to Selfridge Field, Mich. For the past two and one-half years Lieut. Hopkins has been at Rockwell Field. He was married to Miss Ernestine Hunker last December.

It is with deep regret that we bid "Hoppy" adieu and trust he will drop in to see the "old gang" often.

Fairfield Air Depot, Ohio, Nov. 1st:

Maj. A.L. Sneed departed Oct. 27th for Santa Monica, Calif., from which place he will ferry an airplane back to this station.

Capt. Edward Laughlin has been commanding the Post during Maj. Sneed's absence.

Lieut. Frederick M. Hopkins,Jr.,A.C., and Lieut. Kenneth S. Stice, S.C., made a cross-country trip to Cleveland, on Oct. 28th for the purpose of visiting the meteorological station at the Municipal Airport.

Lieut. Hugh A. Bivins spent a fourteen-day leave of absence hunting in North Carolina.

Capt. John L. Corbett, Post Quartermaster, returned from Texas on Oct. 25th, where he has been recovering from hay fever and asthma.

2nd Lieut. Harvey C. Eads, Air Reserve, completed a two-weeks' tour of active duty on Oct. 30th.

Mrs. James Hunt gave an interesting talk on contract bridge at the Army Bridge Club which was held on Oct. 21st at Side Slip Inn.

The second dance of the season, a "Tacky" Hallowe'en dance, sponsored by the Wilbur Wright Officers' Club, was held at Side Slip Inn on Oct. 31st.

The Station Supply Officer, Lieut. John A. Austin, A.C., reports that the main Station Supply Stock Room located in the new Engineering Shops Building is now in operation. The Non-Expendible Record Section and the Receiving & Shipping Section are getting ready to move into their new quarters.

Following are a few of the visitors in the past two weeks:

Lieut. McConnell, Norton Field, flew in for some minor repairs on Oct. 30th.

Lieut. Downey with eight passengers in a C-7 airplane departed from this station for Bolling Field on a cross-country mission from Mitchel Field on the 30th.

Capt. Voss, Chanute Field, and Lieut. Asp., F.A.D., departed on a cross-country mission on Rogers Field on the 30th.

Lieut. Wright and Lieut. Meyer from Marshall Field, flew in to this station for major overhauls on PT-1 planes.

Lieut. Longfellow stopped en route from Scott Field to Bolling Field on the 11th of October.

Lieut. Hewitt, Little Rock, Ark., arrived for major overhaul on an O2-H airplane on Oct. 18th.

Lieut. Humphreys, Selfridge Field, flew to F.A.D. on Oct. 17th for a major overhaul on a P-1C airplane.

Lieut. Morrison with Pvt. Erard from Detroit, Mich., arrived October 17th on a cross-country mission.

Lieut. Griffith, Selfridge Field, arrived Oct. 27th at this station for a major overhaul on a C-9 airplane.

France Field, Panama Canal Zone, Oct. 11th:

Although the new Foreign Service Two-Year Policy threatened to decimate the post as far as enlisted personnel was concerned, local expectations were rather upset, inasmuch as the total strength of the Field continues more than that authorized. Each month finds France Field well represented at the Casual Camps, but the transports slated to carry men back also bring fairly large detachments of new men.

The comminssioned personnel has proven an exception. Three Air Corps officers were reassigned to posts in the United States and only one replacement was entered on the Officers' Roster. Major Roy Brown was relieved from France Field and assigned to the 2d Corps Area, Governors' Island, N.Y. 1st Lieut. Malcolm Stewart was sent to Chanute Field, Ill., while 1st Lieut. E.E. Harmon will be located at Mitchel Field, N.Y. Maj. G.R. Tressel, the Field's Dental Officer was relieved and send to Madison Barracks, N.Y.

1st Lieut. R.E. Nugent, formerly of the 20th Bombardment Squadron, Langley Field, Va., is the new Air Corps Officer to arrive. He was assigned to the 25th Bombardment Squadron. The Quartermaster Corps was supplemented by 1st Lieut. Charles F. Fletter, who comes to the field as Officer in Charge of new construction.

The baseball season is now well under way with the teams of various organizations battling for first place in the Inter-Squadron League. The opening game was an epic that qualified for a chapter in Post history. The 63d Service Squadron and the 25th Bombardment Squadron provided nines for the initial effort. The Affair was a ball game until the fourth inning when, with the bases full, Pvt. Bowman of the Service Team, knocked a high one into deep left and, incidentally, into the top of a Palm tree. The fielders, including right, were still looking for the ball when Bowman topped the home platter, bringing three men in before him. The ball is still in the tree and the Service men took the game 19-3.

1st Lieut. Robert T. Zane, formerly of the 25th Bombardment Squadron, was relieved from the squadron and placed on DOL as Aviation Advisor to Governor Burgess of the Panama Canal. Lieut. Zane is now stationed at Balboa.

The following changes took place among enlisted personnel:

7th Observation Squadron: St.Sgt. Peacock assigned to Ft.Crockett, Texas; St.Sgt. Thacker to Mitchel Field, N.Y.; Mr.Sgt. Butcher arrived from Bolling Field, Washington, D.C.

24th Pursuit Squadron: Mr.Sgt. Haney assigned to Langley Field, Va., St.Sgt. Maidel to Marshall Field, Kans.

25th Bombardment Squadron: St.Sgt. Adcock assigned to Maxwell Field, Ala.; St.Sgt. Rice to Selfridge Field, Mich.; St.Sgt. Parker from furlough in U.S. to Kelly Field, Texas.

63d Service Squadron: St.Sgt. Leonard assigned to Brooks Field, Texas; St.Sgt. Schuler to Bolling Field, D.C.; St.Sgt. Carroll arrived from Brooks Field, Texas; St.Sgt. Peterson from Bolling Field, Washington, D.C.

Mitchel Field, L.I.,N.Y., Oct. 3d:

Report has it that the Major-Inspector, who dropped in to look us over last week, landed his Amphibian with the wheels up. The inspection, was, however, contrary to all expectations in view of the accident, very thorough. And so, partly in the spirit of revenge and mostly because we feel the honor richly deserved, we are polishing up our dumbell for a trip to Washington.

The 1st Squadron spent twenty days, Oct. 10th to 30th, on gunnery and bombing at Aberdeen Proving Ground,Md. The Squadron, which had traveled partly by air and partly overland, concentrated at Aberdeen on the 10th and began work promptly next day. Three ranges were laid out far enough apart so that the front, rear gun and bombing could be carried on at the same time. The unique feature of the plan was a range for the front guns on which the targets could be faced in any direction. This range was very difficult to construct, as the base lines ran through swamp and forest, but once built it was well worth the trouble,as results show.

Although the weather was not always favorable, once the ranges were finished, not a day was lost.

Results so far, with the sock still to shoot: 100% Qualified: 7 Experts, 5 Sharpshooters, 1 Marksman. This same Squadron failed to qualify a single man last Spring.

The Parachute Department has grown weary of making gags for the Retreat Gun. The Post Dumbell, they claim, is awarded for tricks often less dumb than shooting off a muzzle-cover. And they suggest that the next culprit be awarded a life-size muzzle-cover to be worn at all meals, say for one week.

Fairfield Air Depot, Fairfield,Ohio, Oct. 16th:

Lieut. George V. McPike, Depot Supply Officer, departed Oct. 13th by air on a tour of inspection of Schoen Field, Indianapolis, Ind.; Chicago,Ill.; St. Paul, Minn.; Kansas City, Mo.; Ft. Riley, and Ft. Leavenworth, Kans.

Lieut. and Mrs. Russell M. Greenslade were guests of Lieut. and Mrs. Melvin B. Asp for the past several days. Lieut. Greenslade formerly stationed at this Depot, was en route to his new station, Chanute Field.

Capt. and Mrs. John M. Clark, A.C., departed for their new station at Mather Field, Calif. Best wishes of the Post go with them.

Lieut. Melvin B. Asp returned Oct. 9th from Kelly Field, Texas. He ferried to that station an O-11 airplane, overhauled at this Depot.

Lieut. Gerald P. Young, Air-Res., served a two-weeks' tour of active duty at this Depot, being assigned to the Engineering Department.

Major A.L. Sneed, Commanding Officer, left Oct. 16th in a P-1C on a tour of inspection.

Capt. John L. Corbett, Q.M.C., our Quartermaster, is on sick leave at Ft. Normoyle, Texas. During his absence Capt. Geo. E. Thompson, Q.M.C., from the Philadelphia Quartermaster Depot, has been on temporary duty here.

The first formal "Get Together" Dance of the season sponsored by the Wilbur Wright Officers' Club was held at Wright Field on Oct. 3d. The dance is the first of a series of seven for the season.

Oct. 9th, a Golf Tournament was held between the officers living on the Post and those living in town. The "City Slickers" won the match from the "Home Boys" rather easily. After the tournament, the losers entertained the winners with a stag dinner at the Club. After the dinner, movies and various games were enjoyed.

The Ladies' Golf Club of the Depot lost a match at this station with the ladies of the Dayton Country Club on Oct. 1st. A return game was played at the Dayton Country Club on Oct. 13th.

The first meeting of the Ladies' Bridge Club was held Oct. 7th at Side Slip Inn. New Officers were elected for the coming year.

Visitors at the Depot during the past two weeks were:

General James E. Fechet, Chief of the Air Corps, and Capt. Eaker on a cross-country flight from Washington in a BT2 airplane on Oct. 10th.

Major C.L. Tinker of Kelly Field, Texas, who returned there with an O-11 airplane overhauled at this station.

Lieut. Milo McCune, formerly of this Depot, now stationed at Langley Field, Va., arrived Oct. 11th, ferrying an A-3 airplane from Bolling Field.

Lieuts. L.H. Dunlap and C.W. O'Connor, from Langley Field, visited this

station on Oct. 4th in an A-3 airplane.

Lieut. Samuel C. Eaton,Jr., arrived Oct. 4th from Chicago returning to Pittsburgh, Pa., his home station.

Maj. Davenport Johnson of the 3d Attack Group, leading a flight of seven A-3's from Bolling Field, stopped Oct. 10th at this Depot en route to Ft.Crockett.

Nichols Field, P.I., Oct. 6th:

Headquarters Detachment,4th Composite Group: The Inter-Squadron Baseball series is well under way and the Hq. team appears to have an easy time defeating the champions of the past year.

The sailing of the October transport will remove from the environs of Nichols Field and Manila two well known figures - St.Sgts.Craig and Gaspard. It is hoped they will enjoy the surroundings of their new homes.

28th Bombardment Squadron: During the past week the squadron was busy with landscape gardening plans. The work is progressing far beyond expectations.

Our losses this month included Capt. A.W. Brock, our former Commanding Officer, who is spending part of his leave in China and Japan before sailing for the States. Capt. Black, who replaced Capt. Brock, is in the unique position of commanding a Bombardment Squadron entirely equipped with PW-9's and one P-12.

2d Observation Squadron: Capt. A.E. Easterbrook, Squadron Commander, returned to duty from a trip to China and Japan.

A hot-water system is being installed in the Squadron Barracks and is expected to be ready for use soon. Goodbye, dobie itch and prickly heat.

The October Transport will take another of the mainstays of the Squadron ball team in the person of Cpl. Sonik, one of the hardest-playing ball players ever to hit the islands and a big factor in the winning of championships of all athletic contests by the 2d Squadron. Expiration of tour of foreign service is gradually depleting the ranks of the Squadron athletics who have swept the field in all events for the last two years.

The major part of the flying during September consisted of tactical training, formation and cross-country flights to Del Carmen, San Miguel,Calamba and Clark Field.

In addition to our Observation planes, we have had temporary attached to the Squadron for the past two weeks one of the new Boeing P-12B's. Opportunity was given all pilots assigned to the squadron to fly this new plane, and the flights were greatly enjoyed by all participants.

Clark Field, Pampanga, P.I., Sept. 6th:

The 3d Pursuit Squadron is now completely equipped with new P-12 airplanes. Formation flights of full squadron strength are scheduled in preparation for a review by General King in October.

Ground school courses are nearing completion. The wet season is over and we are contemplating with pleasure a projected squadron flight to the Southern Islands.

Lieut. and Mrs. George L. Murray left on detached service to Baguio, after which they will sail for the United States on the October boat.

Lieut. and Mrs. Arthur L. Bump,Jr., will spend a month in China and catch the October boat at Ching-Wang-Tae.

We are losing two of our non-commissioned officers on the October Transport due to expiration of tours of duty, Tech.Sgt. Merrill, our Post Sgt.-Major and St.Sgt. Hymes, one of our crew chiefs. St.Sgt.Hymes is not only a good crew chief but has also proven to be a competent construction man, having completely installed two ten-thousand gallon gasoline tanks. The loss of these two non-commissioned officers will be keenly felt by this command. Our best wishes accompany them to their new station and duties.

On Sept. 10th the Ft.Stotsenburg Boxing Club staged an all star card for the benefit of the Philippine Leper Fund. "Red" Every, who aspires to the heavyweight crown of the Islands, took on Childers, of Corregidor, the heavyweight champion of the Philippine Department.

Ft.Sill, Okla., Oct. 31st:

The Secretary of War, Honorable Patrick J. Hurley, paid Ft.Sill a short informal visit during his recent trip to Oklahoma. This trip was made in a

Ford tri-motored plane, which was piloted by 1st Lieut. C.W. Cousland, formerly of this station.

General Bowley, Assistant Chief of Staff, was a visitor at Ft.Sill during the time that the Secretary of War was here. A plane from this station, piloted by 2nd Lieut. Joe C. Britton, met General Bowley in Oklahoma City and ferried him to this station.

Maj. Willis H. Hale,A.C., and Capt. Simpson R. Stribling,O.D., arrived here October 12th, in a Ford tri-motored plane, piloted by Maj. Hale. They remained at Ft.Sill ten days supervising the bombing tests carried out by the Air Corps and the Ordnance Department. Mr. Brockhurst (Fox Movie-Tone representative) was a member of this flight for the purpose of securing pictures of the bombing tests. Three Curtiss Condor Bombers were flown here from Rockwell Field, Calif., to conduct the bombing tests. 1st Lieuts. Charles H. Howard, William L. Scott, 2d Lieuts. Lloyd H. Watnee, Howard G. Bunker, Frank M. Crismon and Egbert C. Cook,A.C., Capt. Miles Kresge,O.D., and six enlisted men accompanied the Bombers.

A nine-ship formation was sent to Stillwater,Okla., as an escort to the Secretary of War when he officiated at an airport dedication there.

Lieut. Ennis in a Curtiss A-3 arrived here Oct. 12th, from Washington,D.C., to supervise the publicity of the bombing tests. He was accompanied by Mr. Peden, Fox Movie-Tone representative.

Capts. Jervey and DeFord arrived from Kelly Field Oct. 20th in a Curtiss A-3. They remained one day to watch the bombing tests.

Lieut. W.R. Agee and Mr.Sgt. Wallace ferried two Keystone Bombers here from Kelly Field, each Bomber being loaded with ten 100-lb. bombs. They remained over night.

Lieut. Clarence E. Shankle, Adjutant of the 88th Observation Squadron is enjoying a thirty-day leave of absence in Arizona.

Wright Field, Dayton, Ohio, Oct. 17th:

The following Officers of the Industrial College attended a course of Orientation held at Wright Field during the week of Sept. 4-11: Capt. Phillip Schneeberger, Lieuts. N.D. Brophy, D.R. Goodrich, R.S. Heald, L.W. Miller and C.L. Welsh.

A party of French bankers, making a visit of four cities of the United States, included Dayton and Wright Field in their itinerary, coming to the Field on Sept. 9th. Maj. Coleman greeted them, congratulating them upon the flight of their distinguished countrymen, Coste and Bellonte, and their remarkable flight from Paris to New York. J.A. Roche, Airplane Branch; T. de Porte, Airplane Branch; and Doctor C.D. Barbulesco, Radio Unit, acted as escorts, and the guests had an opportunity to view hangars, torque stand, wind tunnel, propeller test rig, power plant laboratory, and main laboratory.

Lieut. Park Holland, reporting for duty from the Philippines, was assigned to the Purchase Branch.

Maj. O.P. Echols and C.L. Blackford, of the Flight Operations Office, took off on Sept. 5th for Seattle, Wash., for temporary duty with the Boeing Airplane Co., returning to Wright Field on Sept. 18th. To Blackford, who keeps endless schedules of the flights of others, but who had never been on a long cross-country flight himself, the trip was a great pleasure as well as duty.

Majors O.P. Echols and C.W. Howard, and F.H. Coleman, and Lieuts. A.W. Martenstein and A.W. Vanaman left by train for Washington on the 18th to attend a meeting of the Procurement Planning Board.

Lieut. Bayard Johnson recently returned to Wright Field, after two years in the Philippine Islands. He is one of the Field's veterans, having been connected with the Power Plant Branch at McCook Field since 1918. There at various times he was in charge of the cooling systems branch and the installations group, including supervision of fuel systems, and cooling systems. He administered power plant contracts, passed on engine designs submitted by the industry, and acted as Chief of the Power Plant Branch. He graduated from the Air Corps Engineering School, Class of 1923, and returns to work in the Power Plant Branch, where his long experience makes him a valuable member of the organization.

Lieuts. F.O. Carroll, C.H. Ridenour, J.A. Woodruff, H.P. Rush, D.L. Bruner, L.M. Wolfe and S.R. Harris,Jr., took off for Dearborn, Mich., and Mitchel Field, N.Y., on Oct. 13th to inspect mock-ups of the proposed XB-906 at Dearborn and the XO-911 (Curtiss) at Mitchel Field. They returned to Wright Field on Oct. 15th.

General H.C. Pratt, Chief of Materiel Division, Majors Howard, Echols and Lieut. Martenstein left for Washington on Oct. 13th for a conference with the Chief of the Air Corps.

Major-General J.E. Fechet, landed at Fairfield on Oct. 9th and visited Wright Field. He was ferrying a BT-2 from the west coast to Washington.

Lieut. A.J. Lyon left for Washington on Oct. 11th to attend a meeting of the N.A.C.A..

Ralph Lockwood, former test pilot of McCook Field, at present with the Aviation Corporation, New York City, visited the Field on Oct. 9th.

H.R. Fedden, Chief Engineer of the Bristol Aeroplane Co., Bristol, England, was a recent visitor at the Field.

Secretary of War, P.J. Hurley and Lieut. C.W. Cousland stopped at the Field on Sept. 8th en route from St. Louis to Washington.

Lt.-Col. Irving J. Philipson, of the Budget Commission, and Major D.B. Netherwood, O.C.A.C., spent several days at the Field recently.

The following officers were among those participating in cross-country training flights during the past month: Lt. J.D. Corkille to Buffalo; Lts. C.H. Caldwell and D.W. Watkins to Washington; Lts. C.D. McAllister and A.F. Foulk to Detroit; Lts. A.R. Crawford and B.W. Chidlaw to Chanute; Lts. H.G. Crocker, G.F. Schulgen, C.A. Ross and H.G. Woodward to Selfridge; Capt. M.E.McHugo, Lts. E.M. Powers, H.R. Wells, A.W. Vanaman and Major M.G. Healy, Flight Surgeon, to Langley; Lt. K.B. Wolfe to Nashville; Lt. R.P. Williams to Logansport, Ind.; Lt. C.S. Thorpe to Scott Field; Lt. R.J. Minty and Sgt. E.L. Jarles to Grand Rapids,Mich.; Lt. S.R. Harris and Major J.L. Hatcher, Ord. Dept., to Baltimore; Lt. E.C. Langmead to Chicago; Capt. O.O. Niergarth to Battle Creek, Mich.; Lt. H.K. Baisley to Burgess Field; Major F.H. Coleman to Aberdeen; Lt. F.D. Klein to Boston; Lt. A.J. Lyon to Huntington, W.Va.; Lt. R.L. Williamson to Akron; Lt. Clements McMullen to Superior, Wis.

Lieuts. D.S. Fahrney and W.H. Buracker, U.S. Navy, spent a week recently at the Field to study various engineering projects in progress here.

Lieuts. J.A. Woodruff, G.F. Schulgen, S.P. Mills, F.O. Carroll and J.D. Corkille flew the XLB-3, O-25A, XPT-3, XP-13A and X P-12B airplanes respectively, to Cincinnati, Sept. 26th, to participate in the dedication of Lunken Airport.

Lieut. A.I. Ennis, Office of the Chief of the Air Corps, spent several days at the Field recently in consultation concerning photographic matters.

Capt. Harry Lyon, navigator on the famous flight of the Southern Cross from California to Australia, visited the Field on Oct. 10th.



AIR CORPS NEWS LETTER



—ISSUED BY—
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

F. C. Berry

VOL. XIV DECEMBER 8, 1930 NO. 14

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VOL. XIV AIR CORPS NEWS NO.14

Information Division, Air Corps — December 8, 1930. — Munitions Building, Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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FLYING LABORATORY TO BE DISMANTLED

By A.M. Jacobs

The "Flying Laboratory" having seen honorable and constant service since early in the fall of 1927 is, we are told, about to be surveyed for dismantling. This plane, used as an air testing laboratory for all airplane radio equipment and many instruments, is a Fokker C-2 Transport, sister plane to the one which was flown by Lieuts. Hegenberger and Maitland to Hawaii. During the past three years the "Flying Laboratory" was flown over the greater portion of the United States, mountainous as well as flat country, in fair weather and storms, on night and day flights, without ever having been in a crash and only once having been put to the slighter humiliation of a forced landing.

When, because of the roominess of its cabin, the passenger seats were torn out to convert it into a laboratory, with the then current interphone, transmitting and receiving sets installed, and with the long shelving to the rear for the experimental or "breadboard" radio models, it was the only flying radio laboratory in existence. Based upon its usefulness and efficiency, there are now at least ten other planes which have been converted to like uses by various commercial and government radio organizations, for all of which this original has served as a model.

Many of the important radio air developments of the last three years have taken place within its confines. Radio shielding has been greatly improved owing to tests carried on there. The double voltage generator, which eliminates the necessity of a dynamotor when used with the transmitter and accomplishes such a decided reduction in weight over the old time generator sets, was developed in it. Experiments in the propagation of high frequency waves have proved fruitful. The preliminary data for the Army Command Set, by which the leader of a flight makes his orders known to the other planes of the formation, were gathered there. Other developments fostered in the flying laboratory are the two-way communication plane to ground sets, visual indicators for the radio beacon, loud speaker communication from plane to ground, and the dial system for the transmission and reception of code messages. All new radio sets received by the Signal Corps were given initial checking, and many new and experimental types of instruments were tried out in this plane.

This radio plane also was used at times as a flying class room for radio instruction and demonstration. At Fort Monmouth, N.J., in 1928, it carried 120 radio students on such flights.

A new and higher-powered cargo plane will soon be selected to succeed it, for the need of such a laboratory has been established beyond question.

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CHEMISTRY IN MILITARY AVIATION

In touching on the above subject, we must assume that due recognition has been given the Industrial Chemist and all his endeavors for the part he has played in the industrial advance of the civilized world. Aviation, or more properly, aeronautics, is just one of the many activities or industries of today which benefit by the work, both past and current, carried on in chemical laboratories all over the world. Like other industries and activities, aeronautics cannot stand alone. It is part of the world-wide scheme of things, and where the other industries benefit, by advances in chemical knowledge or application, so will aeronautics in a like measure.

How Chemistry affects the world of aeronautics, however, is more clearly understood by considering those laboratory reagents and shop chemicals that might be called the "Aviation Chemicals." The Army Air Corps, in its most recent catalogue on the subject, indicates that over 90 chemicals are necessary to the successful carrying on of its manufacturing, repair and operating activities.

When one considers that manufacture is only carried on in a minor way by the Air Corps and that aircraft manufacturers must certainly use many chemicals not carried as standard by the Air Corps, it will be seen what part Chemistry plays in aeronautics.

As to the Aviation Chemicals listed by the Air Corps, many of these are for use in aerial photography, which plays no mean part in military aviation. Some of these chemicals and the uses to which they are put are as follows:

Aerial Photography	Sodium carbonate, sodium theosulphate, hydroquinone.
Welding	Boric Acid.
Metal Etching	Nitric Acid, sodium hydroxide.
Plating	Aluminum sulphate, copper sulphate.
Cleaning	Ammonia Hydroxide.
Fuel Testing	Aniline, Yellow and Lead Oxide.
Hardening	Granulated Raw Bone, Potassium Cyanide.
Generation of Oxygen	Caustic Soda.
Fire Extinguishers	Carbon Tetrachloride.
Storage of Flying Clothes	Naphthalene.
Sealing Porous Castings	Sodium Silicate.
Electrolyte for Storage Batteries	Lead Batteries - sulphuric acid. Edison Batteries - Potassium and lithium hydrates.

In addition, there must not be neglected the subject of Chemical Warfare as related to Aerial Warfare. Smoke screens, which are not uncommon in aerial tactics, are made chemically by the spraying of Titanium Tetrachloride from a tank carried on the airplane, the chemical reacting with the water vapor present in the atmosphere to form the hydrate $TiCl_4$ 5 H_2O, which upon further reaction with moisture breaks up into Titanium Hydroxide and Hydrochloric Acid, the smoke occurring throughout the complete reaction.

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SAFE REFUSES TO OPEN UP

The Amateur Cracksman would have had a tough time of it had he chosen to tackle the safe in the Scott Field Post Exchange. When Colonel William T. Burt and Major Ernest J. Carr, of the Inspector General's Department, arrived on November 14th to conduct the annual inspection of the post, one rather embarrassing incident occurred in connection with the inspection of the Post Exchange. When the Post Exchange Officer, 1st Lieut. Orin J. Bushey, came to open the big safe, the outer doors functioned properly, but the door to the inner compartment refused to open. All sorts of expedients were tried, such as turning the safe in different positions, which required the efforts of about 15 soldiers, but nothing seemed to help. The tumblers of the lock seemed to be functioning, but the bolt would not move, even though a crow-bar was used as a lever.

The safe is of modern construction and cannot be opened except by repeated heat treatments to take the temper out of the drill proof steel sheets which completely surround it. An expert safe man was called in from St. Louis, and telegrams were sent to the manufacturer of the safe, asking for advice. After 48 hours of continuous work, with the safe again being placed in all possible positions, the bolts apparently gave a little and then with the application of still greater force the bolts slowly pulled back.

The cause of the trouble was discovered to be the door to the time lock mechanism. This had come open and on the first attempt to open the safe the bolt mechanism on the inside of the door had jammed against the time lock door. This had jammed the door on its hinges and it remained in this position regardless of which way the safe was turned. Continual working on the bolts finally loosened the heavy glass in the time lock door and it dropped out, and then the application of pressure had bent the frame of the door enough to allow the bolts to release. The opening of the safe occurred about three hours before the inspectors were scheduled to leave, and barely in time for them to complete the inspection of the Post Exchange records.

Referring to the inspection, the News Letter Correspondent states that thus far everything appears to have gone nicely but, of course, you can never tell until the official report is received.

SACRAMENTO A REAL ARMY TOWN

An "Army Town" is not necessarily one near which large bodies of Uncle Sam's soldiers are stationed. Army folk, officers, enlisted men and their families, traveling about as they do, have no set homes, but this does not mean they lack a home sense. They all appreciate a neighborly spirit. No greater tribute could be paid to any village, town or city neighboring an Army post than to have one military man (or woman) say to another - "-----fine people; a real Army town."

The following letter received by Major-General James E. Fechet, Chief of the Air Corps, from the Sacramento, Calif., Chambers of Commerce stamps Sacramento as an Army town of the first order.

"My dear General Fechet:

Your fine letter of the 23rd, listing the officers ordered to duty at Mather Field, is sincerely appreciated, and I will be glad to have you keep us informed regarding any developments which are to take place at Mather Field which will enable us to make the officers and men feel as nearly at home as possible.

You will be interested to know that the Del Paso Country Club has given all privileges of the golf course and club to the officers who are to be stationed here. Other clubs and organizations will do likewise. In other words, the same courtesies which existed during the Air Corps Maneuvers in April will be continued.

Please have no hesitancy in calling upon us for any assistance that we can give to the end that your work at Mather Field may be outstanding in its success.

With best regards, I am

Yours very truly,
A.S. Dudley,
Secretary-Manager."

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FIELD SERVICE SECTION REPRESENTATIVE TOURS WORLD

Mr. C.H. Calder of the Field Service Section, Wright Field, Dayton, Ohio, returned recently from a round the world journey of approximately one year's duration. The trip was undertaken partly in the interests of the Government and partly as a personal travel venture.

Mr. Calder left Wright Field the latter part of November, sailing on a Government Transport from New York City for Panama, where he spent three weeks installing a new supply system at the Air Corps station. From Panama he proceeded to Hawaii and the Philippine Islands on the same Air Corps business. His duty completed in the Philippine Islands, Calder, having obtained an extended leave of absence from his Wright Field post, crossed to China, spending approximately two months in the vicinity of Pekin. Japan was next in his itinerary, and the Trans-Siberian railway journey, taking twelve days to Moscow, followed.

Some time was spent in Berlin. At Heidelberg, Calder joined friends and traveled by motor through Switzerland; across the north of Italy to Genoa; along the Riveria, spending a week at Nice; to Barcelona; through the Pyrenees to Paris; across the Channel by ferry to Folkstone; through the south of England to London, where he had spent a year during the War. He sailed from Liverpool for New York at the end of September.

Loitering through many countries of the most varied customs and civilizations, with wide opportunities for intimate observation, the journey could not be but a colorful one. The Chinese, comfortable with their age-old customs, resenting the intrusion of Occidentals and Occidental modernism into their lives, honest, pleasant, and finding life good as it had been in China for centuries, he found presented an interesting problem in modern civilization. Progress, it seemed to him, would not be swiftly, if ever, successful in permeating this lethargy.

In decided contrast was Moscow, where a vast experiment in ultra-modernism is in progress. Like other travelers not especial guests of the Soviet officials, Calder found himself hungry the majority of his stay in Russia. His impression during a too-short stay was of a people awake and alive, but naively ignorant of any world outside their own, and hardened through an utter contempt of sentiment in any form, carefully nurtured through propaganda and by the

bitterness of poverty.

Especially interested in aviation, Calder was impressed by the commercial activity in Europe, and in Germany in particular. In China he found virtually no airplanes or military activity. In Japan there was comparatively much greater progress shown.

Calder has been associated with the Air Corps since the War. He came to McCook Field in 1921, and has been a resident of Dayton ever since. Recently he delivered a lecture on his travels before the Masonic Club at Wright Field.

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BOLLING FIELD ENTERTAINS CUBAN FOOTBALL TEAM

Bolling Field, on November 24th, had the pleasure of entertaining the football team of the West Pointers of Cuba. Of course, they were all given an airplane ride, although it was in a downpour of rain. Lieut. Stranathan flew half of them in the C-9, and Lieut. Pugh flew the others in the C-4, - our "sacred cow," as he terms it. The visitors were also given the opportunity of seeing how an ideal Air Corps post operates. They were escorted around the various departments with the aid of 1st Lieuts. Myers and Hicks.

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FLYING CHIEFS

While the duties of an Army General require that he spend many arduous hours within the confines of an office, two such military leaders have not allowed their responsibilities to interfere with their skill in the weapon of their arm. They are Major-General James E. Fechet, Chief of the Air Corps, and Brigadier-General Benjamin D. Foulois, Assistant Chief of the Air Corps, both stationed in Washington, D.C.

Accompanied by Captain Ira C. Eaker, General Fechet recently completed an inspection trip of various Air Corps activities throughout the country, the tour terminating at Santa Monica, Calif. At this point each officer took the delivery of a new Basic Training airplane from the Douglas Aircraft factory. Piloting his own airplane, and leading the younger Army flyer, who was in another airplane, General Fechet flew across the country to Bolling Field, Washington, D.C., rolled his airplane up to the flying line and turned it over to the Engineer Officer, which happened to be Captain Eaker himself, now that he had returned to his home station.

While General Fechet was making his flight across the continent, his assistant, General Foulois, one of the Army's first airplane pilots, was also making a flight inspection. Older but no less able at the controls than he was 22 years ago, when he first flew the old Wright Army biplane, he topped off his flight from Washington to the West Coast by leading the four-ship formation from the Pacific Coast back to Bolling Field, piloting his own airplane the entire distance.

At Marfa, Texas, a short distance by air from El Paso, General Foulois was required to land in a hurry, with a storm approaching and with a full load of baggage and almost a full load of gas. This, together with the fact that the airport at Marfa is a mile high and that he made the usual three-point landing on the field, attested to the Flying General's skill.

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ENLISTED STRENGTH OF THE AIR CORPS

Reports of the enlisted strength of the Air Corps as of October 31, 1930, just compiled, show 11,264 enlisted men, including 324 Flying Cadets. This is an increase over the previous month, but it is principally due to the new class of Flying Cadets entering the two Primary Flying Schools on October 15th.

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Two Bellanca airplanes were christened at Bolling Field on November 26th, just previous to their being taken off on a scientific flight through the wilds of South America. One was named the "Washington," and the other the "Lima."

HIGH ALTITUDE FORMATION FLYING

The 95th Pursuit Squadron, Rockwell Field, Coronado, Calif., is particularly interested to note that the 94th Pursuit Squadron of Selfridge Field, Mich., recently made an altitude flight in formation to 25,000 feet.

"It is interesting to observe another organization's endeavors in this phase of work," says the Rockwell Field Correspondent, "as the 95th has for a long time conducted innumerable flights at high altitudes and is considered the pioneer organization in this work. The 95th demonstrated the feasibility of high altitude formation at the Air Corps Maneuvers held at Mather Field this year. At that time, Captain H.M. Elmendorf led his Squadron to itz zenith, his altimeter registering 33,000 feet. However, the service type altimeter is probably inaccurate by several thousand feet at this altitude, so the Squadron was credited with a record of 30,000 feet. During the maneuvers it was also determined that 26,000 feet was the maximum efficient ceiling of a Pursuit Squadron in formation, using Boeing P-12B airplanes.

During the current training season, the 95th is using the 26,000-foot basis as the service ceiling for its operations, although on engineering and radio flights the ships are pushed on to their maximum altitude.

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NIGHT FLYING AT BROOKS FIELD

Each night the landing areas at Brooks Field are brilliantly lighted and much activity is evidenced. Permanent officers of the Field are complying with the recent ruling of the Chief of the Air Corps, requiring all permanent officers of the Air Corps to have at least two hours' night flying each calendar year and at least ten hours of blind flying a year.

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GERMAN OFFICER MAKING GOOD AS STUDENT AT PRIMARY FLYING SCHOOL

In the matriculation of Captain Gerd von Massow, the first German officer to undergo flying training at the Primary Flying School, Brooks Field, Texas, the School has admittedly not only a seasoned veteran of the War, but a veteran who possesses perhaps every decoration which his country could bestow for bravery and wounds received in battle. At the outbreak of the War, Captain von Massow was a student in the military academy in Germany. He was graduated and then plunged directly into the trenches where he served four years. Just before the outbreak of the War, Captain von Massow was in training for the purpose of becoming an airplane pilot. He has now chosen to finish this training in a Flying School of the United States and, according to the Brooks Field Correspondent, is proving an exceptional student.

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WORK OF THE SAN ANTONIO AIR DEPOT, DUNCAN FIELD.

During the month of October, the Engineering Department of the San Antonio Air Depot overhauled a total of 28 airplanes, 67 engines, and repaired 20 airplanes and 43 engines. Planes overhauled were 2 A-3, 1 B-5A, 1 Douglas W.C., 2 DH-4M-1T, 1 DH-4M-2T, 4 O2-H, 1 O-11, 1 P-1A, 1 P1-D, 1 PW-9A, 1 PW-9C, 3 BT-1, 2 PT-3, 6 PT-3A, 1 XPT-2, total 28. Planes repaired were: 2 A-3B, 1 B-5, 1 O-2C-1, 2 O2-H, 1 O-11, 1 O-19B, 1 O-22, 2 O-25A, 1 P1-B, 2 PW-9C, 1 BT-1, 1 BT-2, 1 PT-3, 3 PT-3A, total 20.

Engines overhauled: 28 Curtiss D-12, 23 Wright J-5, 3 Wright J-6, 13 Pratt & Whitney, total 67; repaired, 41 Liberty, 1 Curtiss D-12, 1 Wright J-5, total 43.

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BOXING EXCESS SUPPLIES AT THE FAIRFIELD AIR DEPOT

Work is being concentrated on boxing excess supplies at the Fairfield, O., Air Depot, in order to facilitate future inventories. Wooden boxes made of 1 x 6 T & G lumber were constructed of four sizes, viz: 12"x 12" x 24", 18" x 18" x 30", 24" x 24" x 36", and 24" x 36" x 36".

One year's supply of standard items is being maintained in the storeroom,

and the excessive quantities are being boxed and placed in the surplus storage section. A bin card is tacked on the outside of the box listing the quantity, unit, part number and nomenclature of the material. If this container shows no evidence of having been tampered with since it was placed in surplus storage, the figures will be accepted at time of inventory, without recount. These boxes are constructed sufficiently strong so as to require no additional bracing or crating in order to prepare them for shipment. All that is required is to stencil the name of the consignee on the box and load same in a car.

A Time Routing Sheet has been inaugurated in the Depot Supply Department which is attached to incoming manifests and requisitions showing the length of time the paper work is retained in the various sub-departments at this Depot, as follows: to the Depot Supply Officer; Requisition Clerk; Supervisor; Bookkeeping machine operator; Storekeeper; Inspector and Shipping Department. This form readily indicates any delay that might have occurred in handling a particular shipment, while channeling through the warehouse. From these Routing Sheets the average time can be determined to prepare and complete shipments from this Depot. The average time to fill a requisition for the month of September was 2⅔ days.

Work is in progress of disposing of the majority of the Liberty Production Tools held in storage at the Fairfield Air Depot since the War, through the medium of an I. & I. Report. A Manifest Sale was received from the Materiel Division, directing the shipment of 83 Liberty engines to the Coast Guard, Cape May, N.J.

Shipping instructions were also received for the shipment of 7,000 gallons of reclaimed oil in a tank car to the San Antonio Air Depot. At the present time, this oil is stored in 50-gallon drums, and a novel scheme was inaugurated of emptying the oil from the drums to the tank car. This is accomplished as follows: The drums are loaded on a flat car and pulled up the coal incline to a point opposite the tank car situated on the main track. This oil is raised by a revolvator to a temporary platform where it is emptied into a 110-gallon metal drum. A 3-inch pipe line is attached to the bottom of the drum and extends to the opening of the tank car.

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LIEUT. MILLS LEAVES WRIGHT FIELD

Lieut. Samuel P. Mills, who for two years has served as Chief of the Technical Data Branch, Materiel Division, Wright Field, Dayton, Ohio, recently left for New York City, where he was assigned as Instructor of the Reserve Officers Training Corps Unit attached to the New York University. A native of Vermont, Lieut. Mills was connected with McCook and Wright Fields for many years. In 1915 he was graduated from the University of Vermont, entering the Air Corps in 1917.

In 1920-21 he studied at the Massachusetts Institute of Technology, graduating from the Aeronautical course. In 1922 he graduated from the Air Corps Engineering School at McCook Field. From 1922 to 1924, Lieut. Mills served as Officer in Charge of Instruction of the Engineering School. This was followed by a period of foreign service in the Philippines, from which he returned via the Orient and Europe to Wright Field in 1927.

For a time after his return, Lieut. Mills served in the Power Plant Branch, where he was especially interested in the flight testing of planes in which ethylene glycol for engine cooling was being used experimentally. In January, 1928, he became Chief of the Technical Data Branch, and during his incumbency of that office was very much in demand for lectures on aeronautical subjects and for articles on various aeronautical topics.

Lieut. H.R. Wells, who succeeded Lieut. Mills as Chief of the Technical Data Branch, is also a graduate of the Engineering School, Class of 1924. For a time in 1925 he was one of the test pilots at McCook Field. In the following year he graduated from the Massachusetts Institute of Technology in the Aeronautical Engineering course, receiving the degree of Master of Science in Aeronautical Engineering.

After a tour of duty in the Philippine Islands, Lieut. Wells was assigned to Wright Field, being on duty with the Equipment Branch prior to his transfer to the Technical Data Branch.

LIEUT. VAUPRE WINS THE MITCHELL TROPHY RACE

By the News Letter Corraspondent

Lieut. Louis A. Vaupre was declared winner of the famous Mitchell Trophy Race on November 22nd at Selfridge Field, Mt. Clemens, Mich., before an estimated crowd of 20,000 people.

This year, for the first time since 1922, the Mitchell Trophy Race was held at Selfridge Field. Previously, this event had been held in connection with the National Air Races, but,due to the fact that these races have always been entirely too crowded, it was decided to hold the Mitchell event at a different time and place than that of the National Races.

It was first planned that the Race be held on November 11th (Armistice Day), but it became necessary to change the date to November 22nd, because the 94th Squadron was unexpectedly ordered to Washington. Of course, this date was rather late in the season, and it was very difficult to determine just what kind of weather would be handed out to us by the Meteorological Department, but they were good to us this time, and the weather was not bad. There was a chill wind blowing, and the sky was overcast, but it seems that it takes more than a chill wind to keep the populace away from one of these events.

Major George H. Brett, Post Commander, and Major Gerald E. Brower, commanding the 1st Pursuit Group, were in charge of the entire program for the contest, and several weeks previous to the date thereof they started laying the foundation for the event itself. Rather a complete organization was formed with the various squadron commanders in charge of different departments, such as invitations, advertising, concessions, policing, etc. These officers organized their individual squadrons in such a manner that almost everyone on the field had some job to do regarding the program of events, and in this manner everything seemed to run off smoothly.

During the afternoon of the Mitchell Trophy Race, the following program was had commencing at 1:30 and finishing at 5:30 p.m.:

Group Formation and Review: 30 minutes.	
17th Pursuit Squadron Formation over field:	10 minutes.
94th Pursuit Squadron chain and diving:	10 "
Two-plane acrobatics and balloon bursting:	15 "
Dog fights, 2 elements (94th and 17th Sqdns.)	15 "
Free for all Race (57th Service Squadron):	25 "
Acrobatic element (17th Pursuit Squadron)	20 "
Composite Squadron formation:	25 "
Mitchell Trophy Race:	1 Hour
Smoke Screen (P-1):	10 Minutes

In order to have approximately eighteen entries in the Mitchell Trophy Race (maximum), and because of the impracticability of holding elimination races within the Squadrons, an arbitrary ruling was made, limiting entries to Regular Army officers assigned to the First Pursuit Group for one year or more, who had not previously entered a Mitchell Trophy Race. This resulted in just eighteen officers present for duty being eligible, all of whom entered.

Because of the limitation on flying the SR-1340 engines full throttle at sea level, only P-6 and P-1 types of airplanes were entered. Eight P-6 airplanes (all water-cooled) were available. The remaining ten were all P-1-C airplanes. High compression D-12 engines were barred.

The standing start was used, all airplanes being lined up at the East side of the field about 100 feet apart, heading West toward the first pylon. The P-1-C's started at a flag signal at 4:00 p.m., and the P-6's were started with another signal six minutes and 45 seconds later. The handicap was set, using the published high speeds of the two types, checked by a comparison of actual times around one lap by one average P-1-C and one average P-6. One scattering lap of 31.3 miles (first pylon being Northwest corner of hangar at Packard Proving Ground, other pylons same as other laps) then six laps of 15 miles each (turns at pylon on field, water tower on Lake Shore Golf Course, and flag on point of land just east of Field), with finish at home pylon, were flown, making total course 121.3 miles.

In the first event Major Brower led the entire Group, consisting of 54 ships, past the spectators several times in different formations; the first of these was squadrons in line passing in review; second, one large echelon of elements led by Headquarters and followed by the 27th, 94th and 17th Squadrons in order. After this the Group formed a large "V" with Headquarters element at the point of the "V" and with the other squadrons echeloned back on either side

in elements. All the different maneuvers by the Group as a whole were performed upon signals from the Group Commander's ship. A large "V" formed by the Group was one of the most impressive events of the day and brought many favorable comments from the spectators on the ground.

Another of the prominent events on the day's program was the stunt flying and balloon bursting of Lieuts. J.S. Griffith and Stuart P. Wright, individually, and of Lieuts. Warburton, Burns and Van Auken in a 3-ship element. These latter three did some very accurate flying in close formation, Immellman turns, loops and slow rolls as an element.

It was interesting to watch the free-for-all race, which was a mixed event containing a tri-motored Ford, an A-3, P-3, and a PT-3. Of course, the different ships were given hardicaps according to their rated speeds, and it was planned in this way to give each of the pilots an even chance to win. The spectators, of course, not realizing everything about this handicap, seemed to get quite a laugh out of seeing the different types of ships all in the same race. As a matter of fact, it did look most peculiar to see the P-3 come zipping past and then the P-T come sailing by in what seemed like a slow glide in comparison. Then, too, the big Ford came by with such a roar that a person would think it was moving twice as fast as it really was. This event was won by Lieut. Culbertson in the P-3 by virtue of his clever pylon turns.

The Mitchell Trophy Race, which was the feature of the day, was started on scheduled time; the ten P-1's taking off first, and then eight P-6's just 6 minutes and 45 seconds later. There was a speculation among the pilots on the field as to just how long the new P-6's would hold up under the strain of continued high speed required in the race. They seemed to do their stuff pretty well, however, but were unable to overcome the handicap that were given them in most cases. The only mishaps occurring during the Races were two forced landings, damage being minor and repairable at the field.

The races were officially timed by Mr. Laevell and Mr. Ray Cooper, of Detroit. Their work was very efficient, even though a cold wind was blowing across the backs of their necks while they stood on top of the timing stand.

The program was not scheduled to start until 1:30, but by 12:30 the roads for several miles around the Post were jammed with car-loads of people on their way to the field. Ticket sellers were stationed at vantage points on the main highways, but even this precaution did not prevent continued traffic jams until long after the program was started.

Captain Ott, who was in charge of the concessions, arranged for spectators to satisfy the gnawing hunger in their stomachs at various times during the afternoon. The only thing that was necessary for these above mentioned hungry people to do was to stop at Hangar 12, hand over a bit of cold cash and ask for a hot dog and a cup of coffee.

Among the invited guests present during the afternoon were Brigadier-General Henry Conger Pratt, Chief of the Materiel Division at Wright Field, and Mr. and Mrs. Cook of Detroit, Mrs. Cook being a sister of General Fechet, Chief of the Air Corps.

It is agreed by all concerned that the complete cooperation of the various newspapers in and around Detroit, and also the news-reels, was one of the contributing factors for a successful program. The papers all carried considerable Mitchell Trophy news, and several of them went so far as to carry large 8-column pictures.

Side Lights on the Mitchell Trophy Speed Contest

The 17th Pursuit Squadron had six participants in the Mitchell Trophy Race, namely, Lieuts. Coleman, Theisen, Ryan, Van Auken, Burns and Slaght. Lieuts. Ryan and Slaght flew P-1's and the others the P-6's. From all reports it seems that Lieut. Coleman would have won the race had he not been unfortunate in having motor trouble which forced him out in the sixth lap. He made his forced landing all right, but the field was too short and he crashed into a tree at the end which took off one of the wings. Otherwise, the ship was not damaged at all. Lieuts. Burns and Van Auken placed ninth and tenth, respectively. The pilots participating all decided that the P-1's were given too much of a handicap because there didn't seem to be a chance for a P-6 to win the race.

The 17th Squadron furnished three pilots to oppose three 94th officers in a dog fight for part of the show preceding the Mitchell Race. Lieuts.

Theisen, Ryan and Reed, M.W., made up the team from the 17th and they did themselves proud. The crowd thrilled at the way in which they twisted and turned and then pounced upon their opponents.

The most spectacular flying of the circus was performed by a three-ship element of P-12C's, flown by Lieuts. Warburton, Burns and Van Auken, all of the 17th Squadron. These officers provided the prettiest bit of formation stunting it has ever been the good fortune of the News Letter Correspondent to watch, not excepting the Three Musketeers, the Nav 's Air Race team or the Marine team. The most thrilling of the stunts was a slow roll with overlapped wing tips, the ships never being over five feet apart. An Immelmann turn was performed in the same manner. It is believed that these two stunts were never before successfully attempted in close formation. Selfridge Field pilots are unanimous in conceding these officers the All-American Acrobatic title.

The 27th Pursuit Squadron took an active part in the Air Meet and the Mitchell Trophy Race. The 27th's ships came out in first, second and third places; Lieut. Vaupre winning first place, Lieut. Smith, second, and Lieut. Bolen, third. Lieut. Yost, leading the Race by over a mile when his motor threw a connecting rod, was forced down. He landed on the Willow Gun Club Ranges without injury to himself or his ship. Sergeant Harry Brown gave one of the most practical smoke screen demonstrations just before the Race was completed. It is believed the Race Committee and the timers can verify this statement. The PT-3A assigned to this Squadron, piloted by Lieut. Rhudy, came out second in the Free-for-All Race.

Members of the First Pursuit Group who participated in th contest for the Mitchell Trophy are enumerated below, as follows:

1st Lt.	Marion L. Elliott,	New York City	L.O. Ryan,	Elk Point, S.D.
2nd Lt.	Bryant L. Boatner,	New Orleans, La.	M.F. Slaght,	Mt. Vernon, Iowa.
	Theodore M. Bolen	Minot, N.D.	Geo.F. Smith,	Bath, N.Y.
	Robert W. Burns,	Eau Claire, Wis.	H.H. VanAuken,	Bergenfield, N.J.
	Frank J. Coleman,	Bethesda, Md.	H.H. Tellman,	New Salem, N.D.
	Clarence F. Hegy	Hartford, Conn.	Carl F. Theisen	Meridian, Conn.
	Curtis E. LeMay	Columbus, Ohio.	L.A. Vaupre	Kalamazoo, Mich.
	Wm. R. Morgan	Hinton, Okla.	S.P. Wright	Dallas, Texas.
	Roger M. Ramey,	Denton, Texas.	Emmett F. Yost	Downs, Kansas.

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LIEUT. WESTLEY WINS MASON M. PATRICK TROPHY RACE

Through just one of those coincidents, the Mason M. Patrick Trophy Race, limited to members of the Third Attack Group, was held on November 22nd at Fort Crockett, Galveston, Texas, on the same day the Mitchell Trophy Race was held at Selfridge Field. Lieut. L.C. Westley, with an average speed of 149. 2 miles per hour over a 60-mile course, won the contest, but he was closely pressed by Lieuts. C.F. Rechnagel and T.W. Imlay, who averaged 148.9 and 148.8 miles per hour, respectively.

The racers dashed over a big triangular course, ten miles around, which was set off by pylons, two of which were at the edge of the Gulf. The Attackers, it appeared, flew at an altitude of hardly more than 30 feet, and as they rounded the pylons seemed to miss them by very close margins. Of the nineteen contestants who participated in the race, two failed to finish. The motor of Lieut. J.H. Catching's plane caught fire and he was forced to land. Neither the pilot nor the plane suffered injury. Lieut. H.C. West was disqualified for cutting a pylon.

No official report covering the race has thus far been received, but a communication received from the News Letter Correspondent just prior to the date of the event gave some of the details covering the preparations made therefor. It was stated that in order to relieve excessive strain and wear on the engines, the Race Committee, composed of Captain Virgil Hine, commanding the 90th Attack Squadron; Captain Lotha A. Smith, commanding the 8th Attack, 1st Lieut. Ralph F. Stearley, commanding the 13th Attack Squadron; 1st Lieut. John F. Whitely, Commanding the 60th Service Squadron, and 1st Lieut. Oscar L. Beal, 90th Attack Squadron, decided to reduce the total distance to be flown to 60 miles. A ten-mile course had been marked off, and carpenters were busy constructing three pylons.

With the erection of the pylons, it was planned for each Squadron to hold a series of elimination tests in order to choose the pilots for the Race. Each Squadron was to enter five pilots, except the Service Squadron, which was

limited to two entries, the order of starting to be determined by lot. The start of the race was to be made from a Lufberry Circle, with approximately one-half mile separating each plane as the dive was made across the starting line.

The Major-General Mason M. Patrick Trophy is a beautiful bronze plaque, 18 inches wide and 24 inches long. It is mounted on a piece of ebony. The upper half of the Trophy depicts a scene from the race. Planes are shown approaching, from the right, and a pylon at the extreme left. The lower half of the Trophy has been reserved for the purpose of recording the names of the winners from year to year. Seventeen pairs of wings are divided into five columns; the two outer columns have four wings each, while the three inner columns have three wings each. The columns are separated from each other by lighted torches. Each year the winner's name is engraved above one of the wings. At the base of the plaque is the following inscription:

Major General M.M. Patrick
Trophy
For the Third Attack Group Race
Presented by F. Trubee Davison.

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HONORS TO JIMMY DOOLITTLE

At about the same time that Captain Eddie Rickenbacker, American "Ace" of Aces, was awarded the Medal of Honor, another ex-Army flyer of international fame, Lieut. (now Major) James H. Doolittle, was awarded a decoration, which in name stands as the most appropriate ever given by an appreciative government to a flyer for exploits of valor and skill. This was the Order of "Condor of the Andes," awarded by the Bolivian government to Doolittle for his deeds in South America while on leave status on a commercial mission to Latin America.

In 1926, Doolittle, representing a prominent American manufacturer of military airplanes, was demonstrating this company's products to the governments of the Southern continent. His actions read like a page torn from the wildest of fiction. When one European demonstrator took the air in competition with him, Doolittle took off also and rode his competitor down to the ground. Later on, the tibia of both legs broken by an accidental fall, Doolittle took off, his crutches beside him in the cockpit, and flew over the Andes from Santiago, Chili, to LaPaz, Bolivia. Army aviation of the United States flew high in the esteem of the people of South America as a result of Doolittle's actions.

Appreciative of his incomparable flying skill, Bolivia turned over to him the Decoration of "Officer of the National Order of Condor of the Andes." As he is a Reserve officer at the present time, having resigned last year from the Regular Service, Doolittle is authorized to accept this foreign decoration without first obtaining the consent of Congress.

While on the subject of Major Doolittle, it may be appropriate to quote the following editorial which appeared in a recent issue of the Seattle TIMES:

"If the question were put to the American people, it is likely they would say the outstanding aviator of the world was Lindbergh or Byrd. However, the airmen themselves have a different opinion; in a recent poll they awarded that honor to James Doolittle, former lieutenant and crack test pilot of the American Army Air Service. He is credited with contributing more to the progress and development of aviation than any other man.

It is a little startling to learn that the men who actually pilot airplanes should set Lieutenant Doolittle above such men as Lindbergh, Byrd, Chamberlin, Hawks, and a half dozen others who have commanded public consideration for outstanding accomplishments. The public, which cannot remember from year to year the names of ocean-hopping pilots, hardly could be expected to keep Lieutenant Doolittle's name in mind or remember his record of achievement. Some will recall that five years ago he won the International Schneider Cup race for fast flying, but with his service in flying blindly through opaque fogs, in determining how much strain the human consciousness and planes could stand, in selling planes abroad, and in the preparation of technical books on flying, few are acquainted. He tested plane wings until they cracked and demonstrated the extreme limit of body pressure.

The current number of The American Magazine pays well-deserved tribute to

Lieutenant Doolittle. As a result of his fortitude and daring, aviators have a fair idea of what their planes will do under any conditions. Flying men evidently hold him in higher esteem than the pilots who perform spectacular feats of no special benefit to our newest means of transportation."

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: 1st Lieut. Thomas D. White from duty as student in Chinese Language, Peiping, China, to March Field, Calif.

1st Lieut. Burnie R. Dallas, Letterman General Hospital, San Francisco, Calif., to appear before Retiring Board.

Captain Thomas Boland, March Field, to Mather Field, Sacramenti, Calif.

2nd Lieut. John H. McCormick, Langley Field, to the Philippines, sailing from New York about January 13, 1931.

Captain Edgar P. Sorenson, 2nd Lieuts. Dale D. Fisher and Elwell A.Sanborn, March Field, to Philippines, sailing from San Francisco about Feb. 4, 1931.

Upon completion of tour of duty in Philippines, 1st Lieuts. John M. McDonnell to Mitchel Field, N.Y.; Joseph Smith to Air Corps Training Center, Duncan Field, Texas; George A. Whatley to Mather Field, Calif.; Hobart R.Yeager to Bolling Field, D.C.

2nd Lieut. Robert L. Easton, Panama, to Air Corps Training Center, Texas.

2nd Lieut. Edgar M. Scattergood, Reserve, Selfridge Field, to Dodd Field, Texas, and to be relieved from active duty June 30, 1930.

Relieved from Detail to the Air Corps: 2nd Lieut. Mahlon S. Davis to the 18th Field Artillery, Fort Riley, Kansas; 2nd Lieuts. Claude E. Jurney, Theodore F. Bogart to Infantry, 2nd Division, Fort Sam Houston, Texas; 1st Lieut.Lester M. Rouch to 76th Field Artillery, Presidio of Monterey, Calif.

Reserve Officers detailed to extended active duty: 2nd Lieuts. Ross N. Huguet, Centerville, Texas; Herman C. West, Hamilton, Texas, to Fort Crockett, Texas, January 2 to June 30, 1931; John S. Blanchard, Inglewood, Calif., to France Field, Panama, same period; Mitchell P. Borden, New Orleans, La., to Maxwell Field, Ala., same period; James D. Pendleton, Charlotte, N.C., to Pope Field, N.C., December 4 to June 2, 1931; John Leighton Ames, Jr., Live Oak, Calif., to Rockwell Field, Calif., December 1 to June 30, 1931; Joel G. Pitts, Oklahoma City, Okla., to Post Field, Okla., Jan. 16 to June 30, 1931; William C. Bryan, Jr., Fort Worth, Texas, to Post Field, Okla., Jan. 2 to June 30, 1931.

Extended active duty tours of 2nd Lieuts. Lane W. Sharman, V.L. Brown, Louis W. Strieber, John C. Crain, Edward D. Hoffman, William A. Cocke, Jr., and Harry D. Clapper, further extended to June 30, 1931.

Promotion: to grade of Captain - 1st Lieuts. Robert V. Ignico from Nov. 11; Leland R. Hewitt from November 20th; Clifford C. Nutt from November 26th.

Resignation: 2nd Lieut. Harry Whitfield Howze.

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LIEUT. JOHNSON MAKES VERY LOW PARACHUTE JUMP

The Selfridge Field Correspondent states that it has been brought to his attention that 1st Lieut. Harry A. Johnson, commanding the 94th Pursuit Squadron, has now the record of the lowest parachute jump in the history of the Air Corps. It seems that the "Skipper", while he was in Washington with his Squadron attending the Rickenbacker ceremonies, became imbued with an uncontrollable desire to get hold of his parachute "right now;" in other words, immediately. In doing so, he grabbed the "handle" which is placed in such a peculiarly handy position, and pulled with a mighty heave. Of course, it is not necessary to explain to loyal members of the good old Air Corps just what happened at the next juncture. Suffice it to say that "Skipper" unquestionably holds the record.

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ARRIVAL OF THE P-6 PURSUIT AIRPLANE

The eyes of Selfridge Field personnel were recently attracted skyward by the mighty roar that heralded the arrival of the first P-6's at that field. They were ferried by Lieuts. Elliott, Olsen and Vaupre, all three officers agreeing that a P-6 was by far the best airplane they had ever flown. In addition to claiming them Selfridge Field's speediest ship, Lieut. Olsen also stated that it could easily out-maneuver any airplane yet built.

RESERVES ENJOY PROFITABLE TWO WEEKS TRAINING AT SCOTT FIELD

Reserve training was given the front rank of importance at Scott Field, Belleville, Ill., during the first two weeks of November. While this training is usually confined to the summer months, it was recently found that enough money was available for a limited number of officers in the Corps Area to be given a tour of active duty for 14 days, and as a result fifteen heavier-than-air pilots were ordered for duty from November 2nd to 15th. Thirteen of the officers reported and were attached to the 15th Observation Squadron for their training, Capt. Wolcott P. Hayes, commanding.

Under the direction of Captain Hayes and 1st Lieut. F.A. Johnson, the Squadron Operations Officer, the training period went through without a hitch, and at its conclusion the Reserve officers were unanimous in expressing their opinion that it was the best camp they had ever attended. The regular service equipment of the Squadron was augmented by the addition of four PT's from the Fairfield Air Depot and one P-3A from Selfridge Field, Mich. The Reserve officers proved to be exceptionally well qualified pilots, and it was possible to put most of them on service type planes almost immediately. Every possible minute was devoted to their flying training, while the class room lectures and various demonstrations of service equipment were held during inclement weather. The weather kindly accommodated itself to the schedule, and it was possible to complete all of the training that had been listed.

On the evening before their getaway day, the officers of the post gave a dance in honor of the Reserve officers and then as a climax to all the good feeling that had been expressed on both sides, Major Robert D. Bedinger, the senior officer of the Reserves, presented the Officers' Club with a large painting of "The Guardsman." Lieut.-Col. John A. Paegelow, the Post Commander, accepted on behalf of the Club and expressed his appreciation of the fine spirit which had been shown during the camp.

One of the noteworthy features of the training period was that there was not a single accident of any sort or description, and in no instance did a plane have to be put out of commissionbecause of and damage caused thru their operation by the Reserve officers.

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BOMBING OF OBSOLETE AIRPLANES AT CAMP STANLEY

Pilots of the 8th and 90th Attack Squadrons, 3rd Attack Group, Fort Crockett, Galveston, Texas, returned from Camp Stanley, Texas, much enthused with the results of the realistic bombing staged there. The Group planes made three attacks on two rows of condemned planes arranged to simulate an enemy airdrome. The first two attacks were made, using small fragmentation bombs from an altitude of about 400 feet. Practically all the planes were damaged. Three were burned by direct hits, and tail surfaces were blown from others.

An attack was then made on the remaining planes with 100-pound demolition bombs, flights of three planes dropping four 100-pound bombs simultaneously. Turmoil reigned supreme. Planes were blown into the air, while others were turned over and burned. Holes were blasted in the ground large enough to bury an automobile.

Many of the Attack planes were hit by fragments from their own bombs, as holes in the fabric showed. Lieut. F.E. Calhoun's plane was put out of commission by a fragment that went through the oil tank. Although oil covered his goggles and clothing, he was able to land at the Camp Stanley airdrome before the oil had all leaked out.

News reel cameramen with sound machines recorded the exhibition.

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NATIONAL GUARD AIRMEN MAKE LONG CROSS-COUNTRY

Lieuts. Robinson and Wallen, of the 40th Division, Aviation, California National Guard, and Lieut. Carroll, Unit Instructor, recently returned from the longest cross-country flight ever undertaken by a National Guard Squadron. In three weeks time the three ships covered some 7,000 miles - Los Angeles to Boston and return. The trip was for the purpose of transporting personnel to the National Guard Annual Convention at Boston, and also included a few days stay-over for the American Legion National Convention at that place. The route taken was via Boeing Air Transport to Chicago, thence on direct line to Boston and return via the Southern route. The flight reports warm receptions and efficient cooperation from all stations visited.

A GET-TOGETHER OF ORDNANCE AND AIR CORPS OFFICERS

At a dinner given by the Washington post of the Army Ordnance Association on November 21st at the Army, Navy and Marine Corps Country Club, about 30 Air Corps officers, stationed in the Office of the Chief of the Air Corps and Bolling Field, were the guests to listen to Assistant Secretary of War Frederick H. Payne; Colonel E.A. Deeds, of Dayton, Ohio, Major-General James E. Fechet, Chief of the Air Corps; and last,but not least, Lieut.-Colonel C.G. Mettler, President of the Washington Chapter of the Army Ordnance Association, speak of Industry and the Ordnance and the Air Corps.

In his opening remarks, Col. Mettler called attention to the fact that two of the Army's first anti-aircraft experimenters were present at the luncheon that day, Brigadier-General Benjamin D. Foulois, Assistant Chief of the Air Corps, and himself. In 1903 and 1909, they were stationed at Sandy Hook, N.J., where Colonel Mettler shot at a 30-foot balloon maneuvered from the ground by General Foulois. He stated that he thought he hit it once in the months of practice, but believed that that particular shot was an accident.

General Fechet was then introduced and spoke briefly. "We of the Air Corps," he stated, "are dependent upon the Ordnance for our munitions. Without them our Pursuit and Attack planes would be useless, for airplanes would have no means of striking blows at the enemy, and no means of defending themselves from the aerial attack of enemy aircraft."

Colonel Deeds, the next speaker, sketched the development of the Air Corps from the war (when he served in it) to the present time. He pointed out how little aircraft ordnance we had when we entered the air; how little was known in industry about the requirements of the Air Service for ordnance and armament; that he nearly entered the Ordnance Department, but by circumstances got into the Air Service instead.

"It is hard for persons in the industrial world to appreciate Army Industrial problems," Col. Deeds stated. "Fortunately, Assistant Secretary of War Payne, who is charged with procurement, knows the problems confronting the Army and those of the outside industries and is able to coordinate intelligently the efforts of both spheres.

The Army Ordnance Association also does a wonderful work, with its members in and out of the service coordinating their efforts to give the Army better Ordnance supplies. It is surprising how much interest is taken by outsiders in what Ordnance the Army gets and uses, an intelligent interest born of the desire that the Army receive the best that money affords.

It was striking to those of us who came into the Army in 1917 to note the unpreparedness of the country for war. Europe had been on fire for three years, yet in 1917 no one in the United States knew what it was all about except those in the Army, who knew what it was about but could not do anything because of the lack of appropriations of past years which prevented them from developing anything of their own.

To say that there will not be another war is foolish. War may be lessened in its occurrence by the shrinking of the world, caused by rapid means of travel and communication and development of world trade, but when it does come it will come quicker than it has heretofore.

You cannot buy TIME. It takes time to get prepared. A sudden flow of appropriations will not entirely solve the problem. For ages it has taken three weeks to hatch an egg, and you can't improve on that. It takes constant preparation for preparedness. That's the best preparedness and the cheapest by far. The appropriations for development for the Air Corps and the Ordnance should be several times what it is now.

No sensible person should wish appropriations to go way down because the country is going through a period of depression. The country will perk up soon. That is bound to happen. If interest in the Army on the part of the people slumps because there may be a temporary depression, then the efficiency of the Army will slump. The Army personnel may be highly efficient, but they cannot do much on starvation appropriations.

There would be no commercial aviation without the service aviation. The latter is the steadying influence in these times of depression that helps the industry and the operating services pull through the low places."

In closing, Colonel Deeds stated that "it is refreshing to get into the atmosphere of stability that you encounter in the Army. The Army, like the country, goes on. That is the spirit, believe me, that makes it so refreshing

for me to leave Wall Street and its pessimism and be with you here today."

"I can only echo the sentiments of Colonel Deeds," said Assistant Secretary of War Payne, the next speaker. "I think Will Rogers hit it right on the head when he called attention to the disorder in China, the starvation in Russia, the near upset of the German government, conditions in other European governments and the revolutions in South America, and then called attention to the fact that we in the United States weren't so bad off after all."

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THE MITCHEL FIELD DUMBELL CLUB

The Mitchel Field Correspondent, under date of November 17th, sent in the following:

In order that knowledge of such deeds of valor are not lost to posterity, the Mitchel Field Flying Dumbell Club, in executive session, has conferred upon Major - - Overhaul, Air Corps, the great and questionable honor of inscribing his name upon the Club's emblematic trophy and has selected him its first life member.

CITATION

"For exceptionally meritorious and distinguished conduct and extraordinary heroism in the Long Island sector. As commander and pilot of a strange O-A2 Keystone Amphibian airplane, Major - - Overhaul, Air Corps, operating between two and three thousand feet altitude, planned and executed a series of wing overs, power dives, chandelles and gliding turns, thereby demonstrating high attainments in flying. At the conclusion of these maneuvers for the instruction of the flying personnel of the Ninth Observation Group, Major Overhaul then demonstrated his brilliant command of skill and judgment and with conspicuous intrepidity above and beyond the call of duty and regardless of personal danger, brought his airplane to a perfect one point landing on Mitchel Field without lowering or making use of the landing wheels attached to the airplane for this purpose. This occurring on October 22nd, 1930."

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SCOTT FIELD OFFICERS SERVE TEMPORARY TOURS WITH OTHER ARMS OF SERVICE

In compliance with a policy put into effect by the Corps Area Commander, Major-General Frank Parker, four officers of the 15th Observation Squadron, Scott Field, Belleville, Ill., were on detached service for 10-day periods with other arms of the service, and seven officers from the other branches were on duty at Scott Field. On October 31st, 2nd Lieuts. John G. Fowler and William A. Schulgen were flown to Chicago for duty at Fort Sheridan, and on the following day the planes returned with 1st Lieuts. Alfred Vepsala, 3rd Field Artillery; John M. Bethel, 14th Cavalry; 2nd Lieuts. Ronald J. Pierce, 2nd Infantry, and Grant E. Hill, 61st Coast Artillery. Then on November 6th, 2nd Lieuts. Frederick A. Bacher and Stuart G. McLennan proceeded to Jefferson Barracks, and Scott Field was made the temporary 10-day home of Captain Sherman P. Walker, 1st Lieut. August E. Schanze and 2nd Lieut. Wilborn B. Griffiths, all of the 6th Infantry.

The return of the officers to Fort Sheridan was delayed three days due to inclement weather, but that did not worry them, as all of them expressed the desire to have an even longer detail. Lieuts. Vepsala and Hill made an official request for an extension of the detail but this was denied, it being stated that there would be a further chance for these officers to have duty with the Air Corps in the coming Spring.

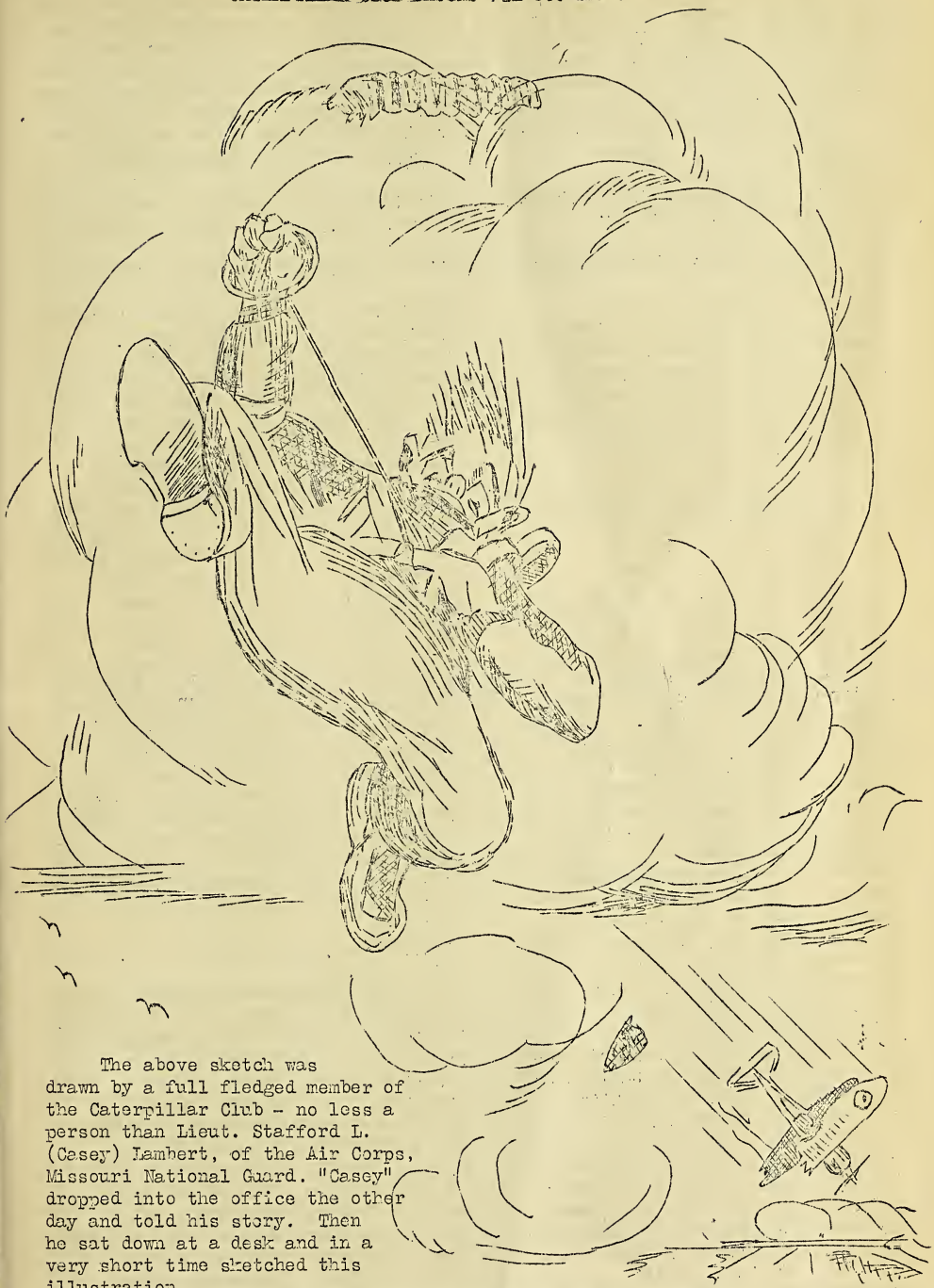
These visiting officers were given opportunities to fly in both heavier-than-air and lighter-than-air equipment, and attended many of the classes being conducted for the Reserve officers then on 14-day active duty tours at Scott Field. They also gave lectures to the Reserve officers covering their own branches of the service, and these were very instructive and helped everyone to appreciate the point of view of the "other fellow."

The officers from Scott Field reported their temporary duty tours as having been very instructive, and it is believed this interchange of officers will be of especial benefit in any general maneuvers for the troops of this Corps Area.

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On Tuesday, November 11th (Armistice Day) a formation of nine planes from Mitchel Field flew over New York City and circled the "Eternal Light" to honor the war heroes from this section of the country.

CATERPILLAR CLUB PASSES THE 300 MARK



The above sketch was drawn by a full fledged member of the Caterpillar Club - no less a person than Lieut. Stafford L. (Casey) Lambert, of the Air Corps, Missouri National Guard. "Casey" dropped into the office the other day and told his story. Then he sat down at a desk and in a very short time sketched this illustration.

Contrary to the general trend of the stock market these days, Caterpillar Club, Common, is still rising, and has suffered no relapse since it was placed on the big board. In the issue of the News Letter of August 29th, Caterpillar Club, Common, was quoted at 271. Since that time a gain of 55 points was made, so that the standing of the Mythical Brotherhood of Caterpillars at the present time is 326 lives saved and 338 jumps made, 12 being repeaters.

V-6095, A.C.

The historian of the Caterpillar Club is indebted to the Irving Air Chute Co. and the Russell Parachute Co. for data forwarded on parachute jumps made by civilian flyers. The Club standing is correct as far as the records go, but it is quite possible that other jumps may have been made by civilians and nothing is known of them either because the accounts thereon failed to appear in the papers or the jumpers failed to apply for the Caterpillar Club Pin.

The new additions to the Caterpillar Club are listed below, as follows:

Date	Name	Rank	Place of Jump
1928			
August 17	George E.K. MacKinsey	Civilian	Bristol, Pa.
November 2	E. E. Parker	Lieut. U.S.N.	San Diego, Calif.
1929			
September 29	Capt. Lloyd Juelson	Air Mail Pilot	Cleveland, Ohio.
1930			
February 16	Roy O. Hunt	Civilian	San Francisco, Calif.
March 9	Robert Page Deuel	Civilian	Dallas, Texas.
April 4	C. Eugene Searle	Civilian	Detroit, Mich.
April 7	Stevens Bancroft	Ensign, U.S.N.	Pensacola, Fla.
April 12	Herbert Condie	Civilian	St. Louis, Mo.
April 12	Stafford L. Lambert	Lt. Natl.Guard	St. Louis, Mo.
April 22	Carroll Ward	Civilian	Dallas, Texas.
April 22	W.D. Phillips	Civilian	Dallas, Texas.
May 2	C.H. Pickup	Civilian	Pittsburgh, Pa.
May 2	D. Allen Dittman	Civilian	Pittsburgh, Pa.
May 8	J.O. Dockery	Civilian	Pine Bluff, Ark.
May 9	A.T. Frolich	Civilian	San Francisco, Calif.
May 11	T.T. Chapman	Civilian	Green Bay, Wis.
May 17	A.H. Billstrom	Civilian	Houston, Texas.
May 30	Clyde W. Wallace	Civilian	Tucson, Arizona.
June 9	LaVere Tremblay	Civilian	Dallas, Texas.
June 29	Harold Groves	Civilian	Portland, Oregon.
June 29	Emma Kingsmore	Civilian	Bellingham, Wash.
July 7	Fred E. Andrick	Civilian	Albuquerque, N.M.
July 11	C.B. Smith	Civilian	St. Paul, Minn.
July 12	John Charleson	Civilian	Mineola, N.Y.
July 15	L.D. Miller	Civilian	Omaha, Neb.
July 17	Ray J. Solomon	Civilian	Los Angeles, Calif.
July 17	Ward Wells	Civilian	Los Angeles, Calif.
August 3	C.H.S. Weaver	Civilian	Buttonwoods, R.I.
August 5	Eric Wood	Civilian	Westbury, L.I., N.Y.
August 5	Leonard G. Roof	Civilian	Cleveland, Ohio.
August 10	E. B. Wells Jr.	Civilian	Glenview, Ill.
August 18	W. Edgar Leedy	Civilian	Youngstown, Ohio.
August 26	W.O. Gallery	Lieut. U.S.N.	Pensacola, Fla.
September 3	T. J. Marquis	A.P., U.S.N.	
September 5	Harry L. Clark	2d Lt. Air Corps	Fort Crockett, Texas.
September 5	Marvin May	Private, "	Fort Crockett, Texas.
September 10	Ted Wells	Civilian	Wichita, Kansas.
September 24	Marion G. McCollough	Civilian	Tulsa, Okla.
September 24	Harold S. Christenson	Civilian	Tulsa, Okla.
September 28	Wallace Franklin	Civilian	Ypsilanti, Mich.
October 1	James E. Parker	1st Lt.Air Corps	Wright Field, Ohio.
October 1	John M. Cross	Lt. A.C.Reserve	Kansas City, Mo.
October 2	Marion J. Simpson	C.A.P., U.S.N.	Cape Charles, Va.
October 3	Curtiss E. Smith,Jr.	2d Lt.A.C. Res.	Deatsville, Ala.
October 3	Laurence A. Duncan	2d Lt.A.C. Res.	Deatsville, Ala.
October 9	Patrick W. Timberlake	1st Lt.Air Corps	France Field, Panama.
October 9	Harry D. Hale	Lieut. US Navy	Pensacola, Fla.
October 10	W.V. Davis	Lieut. US Navy	Pensacola, Fla.
October 21	Joseph P. Adams	Lieut. VMCR	San Francisco, Calif.
October 27	F.L. Baker	Lieut. USN	Ocean,San Diego,Calif.
November 12	Dick Merrill	Air Mail Pilot	Shelby, N.C.
November 17	John L. Magden	Cadet, Air Corps	Kelly Field, Texas.
November 27	Gerald Nettleton	Civilian	Pine Valley Lodge,Calif.

It is impracticable to outline the details connected with the emergency parachute jumps made by the above-named personnel, for to do so it would require

the utilization of about as much space as an entire issue of the News Letter.

The initiation into the Caterpillar Club of Captain Lloyd L. Juelson was, to say the least, a most strenuous one. He was flight-testing an airplane which had previously cracked up and had been repaired. It was not long before he found it imperative to leave the ship. In struggling to get out of the cockpit, the ripcord caught on the fitting which holds the cockpit cover in place and released the chute in the cockpit. This was not noticed by Captain Juelson until he was standing with one foot on the wing and one foot in the cockpit.

"I reached around for my ripcord and was just about to jump," Captain Juelson stated, "when I discovered I did not have a ripcord. Glancing inside the cockpit I saw the chute fully opened. I then grabbed the chute in handfulls and streamed it out behind and at the last moment grabbed just an armful of the chute that was left inside the ship and jumped, releasing the armful after I had cleared the ship. The shroud lines became entangled around my leg and when the chute opened I was hanging down but landed safely without any serious injury."

In several of the reports received reciting the circumstances connected with emergency parachute jumps, statements appeared to the effect that the jumper had but a very hazy recollection of pulling the ripcord, which goes to prove that in an emergency of this kind, regarding which some Caterpillars have stated that there was no time to think, the necessary steps required to be taken to effect a successful initiation were performed more or less mechanically.

Another peculiar fact worthy of mention is that many of the "Silk Sailors" have stated in their reports that, after leaving the ship, they had no sensation of falling; that when the parachute jerked them upright they seemed to hang in the air, becoming conscious of descending only when within a short distance of the ground.

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A SKILLFUL TAKE-OFF AND LANDING

One of the prettiest exhibitions of flying seen on Nichols Field, P.I., in some time was given recently by 1st Lieut. T.D. White, who took off from the concrete runway in front of the hangars with his plane fully loaded with gasoline and cross-country supplies for a projected flight to Mindoro. When he had nearly reached flying speed, his plane swerved and the right wheel struck a pile of sand on the runway, crumpling the right landing gear strut. Lieut. White skilfully managed to avoid several automobiles which were parked slightly to the right of the runway and got his ship into the air with no further damage. After flying around the airdrome for about twenty minutes and trying ineffectually to dump his gas, he finally came in to as pretty a landing as was ever made on one wheel, ground looping less than 90 degrees at the end of his run.

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DISTINGUISHED FLYING CROSS PRESENTED TO LUKE FIELD FLYERS

The Distinguished Flying Cross, one of the highest honors which can be won by members of the Army Air Corps, was presented to each of three Luke Field officers on October 30th by Major-General William Lassiter, Commanding the Hawaiian Department, while troops and planes of the Fifth Composite Group assisted in honoring them. The officers decorated were Captain Ulysses G. Jones, 1st Lieut. Walter T. Meyer and 2nd Lieut. Edwin W. Rawlings, who last May endeavored to rescue three of their comrades from the sea near the Island of Maui.

General Lassiter made a short talk to the men who were presented their medals in the presence of the entire personnel of the Fifth Composite Group. The Department Commander complimented them on their bravery and presented citations from the War Department. The citations enumerate the events of the tragedy in which the Army Bomber fell 8,000 feet into the Pacific, and commends the men for disregarding their own safety in landing their amphibians in the stormy sea in a rescue attempt.

General Lassiter arrived at Luke Field, accompanied by Lieut.-Colonel D.Y. Beckham, Department Adjutant; Colonel L.W. Oliver, Chief of Staff, and his aide. When he presented the medals he was accompanied in the reviewing party also by Major Carlyle H. Wash, Acting Department Air Officer, and Major Maxwell Kirby, Commanding Officer of the Fifth Composite Group.

The occasion marked the first visit of General Lassiter to Luke Field since he arrived in Hawaii to take command of the Hawaiian Department, and he took

advantage of the opportunity to inspect troops and airplanes. Immediately following the aerial review, Major Kirby conducted him on a tour of inspection of the entire post.

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A VERY VERSATILE ORGANIZATION

The News Letter Correspondent from Luke Field, Hawaii, pours out a tale of woe, if it can be called such, on the hard life which has been the lot of the 72nd Bombardment Squadron. He goes on to say, as follows:

"On the hangar line the Squadron is the 'Orphan Annie' of the Air Corps. First we were a full fledged bombing outfit with some famous LB-5 planes. As time passed, taking with it these same planes, we were scheduled to be demobilized, but with the true fighting Seventy-Second spirit we existed for a short time on two DH planes. As these fell by the wayside, we became the only Bombardment squadron known to history equipped with Pursuit planes. Thanks to our neighbors from Wheeler Field, we had four of their best PW-9's.

As the tide turned and the O-19's came on, we had four of them, being a Bombardment Squadron equipped with Observation planes. With the ebbing of the tide we lost our Observation planes and once again, with many thanks to our neighbors on the hill, we find ourselves now the only Bombardment squadron known to be equipped with Attack planes, having just accepted four of their A-3's.

We are comparable to the trainers of a stable; we get the planes "green," gently break them in with the greatest of kindness, both in the air and on the ground, and then we turn them over to the 'jockies' of some other outfit to maltreat.

From our varied experiences in the air and on the ground with any and all types of planes and engines, our 'grease monkies' have become the best and most experienced in the Department, while our athletic prowess is rapidly allowing us to forge to the front as the 'Prides' of Luke Field, Backing up the above mentioned heroes is the best mess on the field, to which the fortitude, endurance, versatility and other attributes of the Squadron are directly due.

And now we will return to our barrack nestled amongst the palm and other tropical trees, where the musical tinkle of the falling water in the nearby fountain will make the afternoon siesta the more enjoyable."

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RESERVE SQUADRON ESTABLISHES A CLUB HOUSE

Reserve officers assigned and attached to the 309th Observation Squadron, Air Corps Reserve, at Schoen Field, Fort Benjamin Harrison, Indiana, are telling the military flying world that theirs is not, by any means, a "paper" organization.

At a recent meeting, the Officers' Club of the 309th Squadron was organized, with a club house at the Reserve flying field, the President of the Club being Major H. Weir Cook, wartime "Ace" and co-temporary of Colonel "Eddie" Rickenbacker. Captain R.E. Whitehead, Flight Surgeon, was elected Secretary-Treasurer. Captain Hunter and Lieuts. Jose and Nichelson were elected Members of the Executive Committee.

Members present at the organization of the Club were Major Cox, Captains Fauvre, Reagon, Lieuts. Friend, Genaro, Halstead, Johnson, Leith, Mathews, Noble, Pond, Smith, Sommer, William White, W.E. White, Winnings and Wolfe. The Squadron now has a complete roster of pilots and observers.

Air Corps Reserve officers, in their cross-country flights about the country, have too long been the guests of the Regular personnel stationed at Regular Army flying fields, say these flyers of the 309th; so they have taken the situation in hand and issued a general invitation for all Air Corps officers to stop at Schoen Field, so that the Reserves themselves may act as hosts. The comforts of a cozy club house are available, as well as that rare accommodation - good transportation to and from Indianapolis.

Lieut. Stanton A. Smith is the Regular Air Corps pilot recently detailed at Schoen Field to supervise Reserve flying activities there.

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Brooks Field will shortly receive 22 BT-2B airplanes from the Douglas Company, Santa Monica, Calif., these planes to be ferried to destination by pilots from Brooks and March Fields.

ANOTHER MEDAL OF HONOR MAN AMONG WAR-TIME FLYERS

It seems that a popular belief prevailed in Air Corps circles and elsewhere that the late Lieut. Frank Luke, generally referred to as the "Arizona Balloon Buster," was the only war-time flyer to be awarded the Congressional Medal of Honor posthumously. A statement to that effect in the last issue of the News Letter was found to be erroneous.

The revival of interest in the Congressional Medal of Honor, brought about through the recent presentation of this much coveted decoration by the President to Colonel Edward V. Rickenbacker, foremost American war-time flyer, led one of the members of the Information Division, Office of the Chief of the Air Corps, to scan through the official publication "Decorations, U.S. Army, 1862-1926," issued by the office of The Adjutant General.

It appears that the ancient saying "Seek and ye shall find," needs no vindication, and as a result of this latest check on the names of those American heroes whose deeds of valor in combat against an enemy won for them the highest recognition it is possible for this country to bestow upon them - the Congressional Medal of Honor - it was found that another American airman was awarded this decoration posthumously - 1st Lieut. Harold Ernest Goettler, pilot, 50th Squadron, Air Service. The Medal was given to the mother of the deceased officer in 1922, the citation accompanying the award reading as follows:

"Lieut. Goettler, with his observer, 2nd Lieut. Erwin R. Bleckley, 130th Field Artillery, left the airdrome late in the afternoon on their second trip to drop supplies to a battalion of the 77th Division, which had been cut off by the enemy in the Argonne Forest. Having been subjected on the first trip to a violent fire from the enemy, they attempted on the second trip to come still lower in order to get the packages even more precisely on the designated spot. In the course of this mission the plane was brought down by enemy rifle and machine-gun fire from the ground, resulting in the instant death of Lieut. Goettler. In attempting and performing this mission Lieutenant Goettler showed the highest possible contempt of personal danger, devotion to duty, courage and valor."

The flight mentioned in the citation took place near Binarville, France, October 6, 1918.

Lieut. Bleckley was also killed in the crash of the airplane, and the Medal of Honor was posthumously awarded in his case, being presented to his father, Mr. E.E. Bleckley.

As the reader may have surmised, the battalion of the 77th Division referred to in the citation was the famous "Lost Battalion," commanded by the late Lieut.-Colonel Whittlesey. Incidentally, the "Lost Battalion" was found by Lieut. Robert M. Anderson, Air Service, a member of the 50th Aero Squadron.

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RADIOING IN THE AIR CORPS

An unusual radio contact mission was carried out on November 18th by two members of Maxwell Field, Montgomery, Ala., flying in an Observation plane, in coordination with Radio Station WFSA, of Montgomery, Ala. A two-way telephone conversation was carried on from ship to ground and ground to ship, both conversations being re-broadcast over WFSA on their assigned frequency of 1410 Kilocycles. Using the standard transmitter of 50 watt power, the contact was begun on 500 kilocycles and advanced by 50 kilo stages until 800 was reached, and it was found that this was the most efficient.

The airmen in the plane broadcasted for the five-minute intervals and the ground the two-mimute. The complete conversation was carried on successfully without a second's interruption or failure. This airplane broadcast was heard, as established from telegrams, from Terre Haute, Indiana to Orlando, Florida. The time of the broadcasting was from 3:00 to 4:20 p.m.

Such a mission demonstrates the efficacy of the coordination for use in time of fires, mobilization, etc., giving the observer from a plane a method of instantly giving his observations to personnel hundreds of miles away. The mission was under the supervision of the Public Relations Department.

The ever increasing importance of radio communication in the 95th Pursuit

Squadron was demonstrated in a flight made recently by Lieut. S.K. Robinson. Taking off from Rockwell Field, Lieut. Robinson reeled out his antenna and headed in the general direction of March Field. Two-way Communication between the ground station and the P-12B was maintained without interruption during the entire flight. When the plane was directly over March Field, the signals began to fade and, due to lack of gasoline and the heavy traffic of March Field, Lieut. Robinson was unable to continue with his mission.

The distance over which communication was maintained, however, approximately 85 miles, is a local record for Pursuit radio work, and all Rockwell Field personnel are enthusiastically looking forward to the breaking of this mark with improvements now in the process of development.

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BOMBING - AND HOW!

"Rockwell Field has a mighty fine bombing team," says the News Letter Correspondent, "and we want the Air Corps to know how proud we are to claim these two officers as our own.

The 11th Bombardment Squadron had started its record bombing when Lieut. H.W. Bowman, pilot, and Lieut. R.K. Urban, bomber, were sent aloft to drop their bombs for record score. And what a score they made! Lieut. Urban dropped a bomb for his sighting shot - it landed in the middle of the circle - bullseye. In five more approaches at the target the five record bombs were dropped with every one landing in the center of the target - score 500. Two bombs, spares, remained, so with two additional approaches two more bullseyes were scored. Officially credited with a perfect score of 500, Lieut. Urban set a super record when all eight bombs suspended in the racks of the 'Condor' found their mark with unerring accuracy."

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CONSTRUCTION OF BUILDINGS FOR TACTICAL SCHOOL

Work on the construction of the various buildings for the Air Corps Tactical School which will make its home at Maxwell Field, Montgomery, Ala., is going steadily forward, the steel work having almost reached completion on the School Building proper and excavation being under way on another new barracks building of the type already on the field. Clearing has begun on the additional landing field area and, as an abundance of labor is available, it will go through to speedy completion. Bids are being submitted at present on a group of double quarters for married noncommissioned officers.

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EASIER TO GET IN THAN TO GET OUT

On his way back from Langley Field, Va., the fog rolled in on Lieut. Lindsay Bawsell, Mitchel Field pilot. He had the choice of landing in the water or a two by four field directly beneath him. He chose the field, made a perfect landing and sat down to wait for the fog to lift. While waiting for the weather to clear up and come to his rescue, he decided to inspect his newly acquired airdrome. Imagine his embarrassment when he found it to be but half as large as it should be were he to make an endeavor to get out of it. At the time the Mitchel Field Correspondent submitted this piece of news he stated that Lieut. Bawsell was sitting in a little truck garden outside of Keyport, New Jersey, waiting patiently for the emergency truck from Mitchel Field to arrive, take his ship apart and give him a ride back home.

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RETIREMENT OF FIRST SERGEANT DEE O. MOORE

In Special Orders No. 25, Brooks Field, Texas, dated October 31, 1930, the retirement of First Sergeant Dee O. Moore, of the 52nd School Squadron, was noted, with the following commendatory remarks: "First Sergeant Moore represents the highest type of soldier. His untiring energy and zeal in the performance of his many and varied duties have been marked. It is with the greatest regret that this command bids First Sergeant Moore farewell, and he takes with him the wish that he shall see many years of prosperity and happiness."

LIEUT. BRIGGS RECEIVES UNEXPECTED SURF BATH

According to the Rockwell Field Correspondent, Lieut. James E. Briggs, debonair Operations Officer of the 95th Pursuit Squadron, is in a position to hold his own with any ground flying ace whom he may encounter. It happened thusly.

Lieut. Briggs was towing target for Lieut. J.J. Mulvey about 15 miles out over the Pacific Ocean. Lieut. Mulvey finished his practice, signalled Lieut. Briggs that his firing was completed, and headed for home, where he landed. Ten minutes passed - fifteen - and still no Briggs. Rumor was rife, so finally three ships of "A" Flight took off on a search. Ah! Lieut. Bundy discovered a grease spot on the surface of the broad Pacific with a fishing boat nearby. Flying close to the boat, Lieut. Bundy discovered that Lieut. Briggs was on board, smoking an El Ropo in the absence of a Murad.

The facts were discovered to be: A motor that quit cold - impossible to reach shore - set the ship down to a normal landing on the water - due to the safety belt being unfastened, one pilot was thrown in an ungraceful dive about fifty feet from the ship. Thanks to one fully inflated G.I. life preserver, complete with handle, the only injury experienced by the pilot was a good ducking. The ship, P-12D 28-435, sank in 105 feet of water but was recovered later in the day by a Navy mine sweeper.

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MOUNTAINS PROVE A BARRIER TO AIRSHIP

Starting a long trip on the 13th of the month proved somewhat unlucky for Captain Karl S. Axtater and his crew from Langley Field. The Captain with Lieuts. Williams and Shively and a crew of three enlisted men flew the airship TC-6-241 to Scott Field, Ill., and departed on November 13th with the TC-10-252, which was being transferred to Langley Field. Everything went along fine on the homeward trip until the mountains were reached. A stop was made at Dayton for gasoline, and then with a tail wind the last leg of the flight was started.

On arriving near the mountains near Parkersburg, West Virginia, it became necessary to gain more altitude, but when an attempt was made to valve some gas, in order that the pressure on the airship bag would be lowered, it was discovered that the cable leading to the valve was broken and that no gas could be released. All attempts to climb above 2,000 feet proved futile, and, as this was only half the altitude needed to clear the mountains, there was nothing left to do but to turn around and come back. The arrival of the airship over Scott Field at about 4:10 a.m. on the 14th was a big surprise to the garrison. Due to the lightness of the ship, it was necessary to turn out both the 9th Airship Company and the 24th Service Company to handle the landing.

Inclement weather delayed the departure of the airship, after the necessary repairs had been made, until the morning of the 17th.

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LIEUT. THORNTON IS VICTIM OF PAINFUL ACCIDENT

Lieut. R.M. Thornton, of the 11th Bombardment Squadron, Rockwell Field, had a very unfortunate accident during the recent maneuvers at Burbank, Calif.

He was riding in the nacelle of one of the "Condor" Bombers enjoying the scenery and the intense aerial activity. The mission completed, truce was declared and the Bombers settled to terra firma at the United Airport. After landing, Lieut. Thornton climbed up on the nacelle and jumped to the ground, unaware of the fact that the ring on his left hand had become fastened in the scarf ring of the nacelle. The resultant jerk of the jump played havoc with the third finger of his left hand. First aid was administered, and Lieut. Thornton was rushed to the Rockwell Field hospital in one of the "Condors" piloted by Lieut. F.M. Crismon.

Amputation was necessary, but recovery was rapid and "we are very happy to report," says the News Letter Correspondent, "that Lieut. Thornton is back on the job with all of his usual pep and enthusiasm.

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Construction on two contracts for noncommissioned officers' quarters at Langley Field, Va., which were let so far, the first for 34 sets and the second for 26 sets, is about 70 and 20 percent, respectively, completed.

NOTES FROM AIR CORPS FIELDS
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Rockwell Field, Coronado, Calif., Nov. 5th:

Brigadier-General R.E. Mittelstaedt, Adjutant General of the State of California, accompanied by his Aide, Lieut.-Col. F.J. Sherbun, paid an official visit to Rockwell Field, Oct. 8th.

Lieut.-Colonel F.M. Andrews, Office, Chief of the Air Corps, arrived at Rockwell Field, Oct. 10th in a Northrup Alpha plane from the Northrup Aircraft Corp., Burbank, Calif.

Six officers, recent graduates of the Advanced Flying School, were assigned to Rockwell Field for duty, viz., Lieuts. J.N. Stone, R.H. Brandt, F.H. Davidson, K. Watkins, D.J. Keirn and E.S. Wetzel.

A four-ship flight of P-12's proceeded to Crissy Field on Oct. 20th for the purpose of flying at the funeral of the late William W. Caldwell, who was killed Oct. 15th while engaged in carrying out a diplomatic mission.

Lieut. A.F. Solter was in command of the flight, which included Lieuts. J.H. Bundy, E.W. Anderson and G.E. Price.

On Oct. 21st Major B.K. Yount, Commanding Officer of the Rockwell Air Depot and 1st Lieut. B.M. Giles, Chief Engineer Officer of the Depot, departed via air for the purpose of conferring with the Commanding Officers of Regular Army and National Guard stations at Salt Lake City, Utah; Spokane, Seattle and Vancouver, Washington; and San Francisco, Calif., regarding questions in the maintenance of equipment and supplies for discussion at the Engineering-Supply Conference to be held December 1st at the Materiel Division. These officers returned to Rockwell Field on Oct. 30th.

Major Carl Spatz, Commanding Officer of the 7th Bombardment Group, and 1st Lieut. E.C. Batten, left Rockwell Field Oct. 30th for Wright Field, Dayton, Ohio, to serve on a board convened Nov. 3d, for the purpose of testing and making recommendations on Pursuit airplanes.

A hard-time dance was held at the Officers' Club on October 31st. The Club was decorated with baled hay, corn stalks, pumpkins and Hallowe'en novelties in keeping with the occasion. A five-piece orchestra kept everyone moving during the evening. Old clothes were the order of the evening. Several novel stunts were exhibited along with a lot of ingenuous torture devices installed by the committee. Pies, cider and apples comprised the refreshments.

Rockwell Field is receiving an increase of 82 men in its enlisted personnel, These men will be assigned to the 76th Service Squadron, now in the process of organization, under the command of 1st Lieut. E.C. Batten. Of the 82 men assigned, 18 men are from Selfridge Field and 64 from Maxwell Field.

Rockwell Air Depot: A total of twenty airplanes and sixty of the various type engines were completely overhauled during the month of October.

5,491½ man hours were expended in the Engineering Shops of the Rockwell Air Depot for the manufacture and repair of Air Corps equipment other than airplanes and engines.

An additional test block just completed was built especially to take care of the R-790 engines. The engineering staff of the Air Depot report that this will greatly facilitate the work with this type engine.

During the month 442,933 pounds of freight and express were received in the Depot Supply, and 33,526 pounds were shipped. Shipments received totaled 307 and the total number shipped was 281.

Rockwell Field, Coronado, Calif., Nov. 16th:

Some aerial pictures were made of a flight of P-12's the first part of the month. Besides the routine formation, all of the different variations of the Ninety-Fifth's drill was flown.

The pilots participating in the flight were Lieuts. I.A. Woodring, S.R. Brentnall, E.F. Kiessig, D.D. Graves, G.E. Price and A.F. Solter.

Four P-12's were ferried to Mather Field on November 10th. These four ships were the first to leave Rockwell Field for the northern post, and it is anticipated that several more will follow in the near future.

Lieuts. C.E. Duncan, V.W. Vaughan, A.S. Merrifield and E.F. Kiessig piloted the ships to their new station.

Several P-12C's and O-38's landed at Rockwell Field for mechanical check up preparatory to being ferried to Langley Field and numerous National Guard stations.

Maj. Carl Spatz, Commanding the 7th Bombardment Group, and 1st Lieut. E.C. Batten, A.C., returned to Rockwell Field on Nov. 15th at the conclusion of the Engineering Conference held at Wright Field for the purpose of making recommendations on future types of Pursuit and Bombardment airplanes.

Capt. J.L. Grisham, reported to this station for duty and was assigned to the 7th Bombardment Group as Operations Officer.

We welcome Capt. Grisham and hope that shortly he will be one of the mainstays in our Post Activities.

San Antonio Air Depot, Duncan Field, Texas, Nov. 12th:

Brig.-General Edwin D. Bricker, Assistant to the Chief of Ordnance, while on his recent tour of inspection of Ordnance Department activities in this vicinity, favored this Depot with a brief informal visit on Nov. 7th, viewing our Engineering Shops.

Maj. A.L. Sneed, Commanding Officer of the Fairfield, Ohio, Air Depot, returning from Rockwell Field, Calif., in a BT-2B plane, stopped over at this Depot Nov. 6th for a brief visit in this vicinity.

Capt. Edward Laughlin of the Fairfield Air Depot, dropped in for a visit on Nov. 7th, ferrying a P-1C plane for the Commanding General of the Air Corps Training Center. Capt. Laughlin's visit was welcome to his many old friends in this vicinity, as he was on duty at this Depot as Chief Engineer Officer some years ago.

Capt. John M. Clark, was an informal visitor at the Depot for a few days, motoring through from the Fairfield Air Depot on his transfer to Mather Field, Calif. Capt. Clark who was formerly on duty at this Depot and at Kelly Field, was greeted by his host of friends at the various fields here and in San Antonio, who took the occasion to wish him success at his new station.

Lieut. Donald F. Stace of the Air Corps Materiel Division at Wright Field, Ohio, paid an informal visit to the Depot on Nov. 3d while passing through this section of the country.

Capt. Walter H. Reid, Air Corps Instructor with the 36th Division Aviation, Texas National Guard, Houston, visited this Depot on Nov. 4th, ferrying in an O-2H of that organization for inspection and repair.

Lieut. Charles E. Thomas, Jr., of this Depot, made a rail trip to Richards Field, Kansas City, Mo., ferrying back an O-11 plane to the Depot.

Quite an extensive cross-country flight is scheduled for two of the officers of this Depot. Lieuts. Ames S. Albro and Edward V. Harbeck, Jr., left here by rail for the Boeing Airplane Company's plant at Seattle, Wash. From there they will ferry two P-12C airplanes, by way of Rockwell Field, Calif., Tucson, Ariz., and El Paso, Texas, to Langley Field, Va., and from there will bring back two P-1's for delivery to Kelly Field.

Capt. H.H. George and Lieut. L.E. Hunting of France Field, Canal Zone, were visitors at this Depot on Nov. 8th. Capt. George was in command of a flight of four O-2H planes, ferried from Panama to Kelly Field. These planes were turned over to this Depot on Nov. 10th.

The new club house of the Air Corps Golf Association, Duncan Field, comprising membership among the officers of the Headquarters of the Air Corps Training Center, this Depot, Kelly Field and Brooks Field, was opened on Sunday morning, Nov. 9th, with a breakfast given by Lieut. and Mrs. Lawrence B. Savage of Kelly Field. About eighty guests enjoyed the occasion.

Capt. Fred E. Hayes, Air Corps Reserve, is on a fourteen days' tour of active duty at this Depot, beginning Nov. 1st. Capt. Hayes is with the Civil Service in the Office of the Quartermaster, Eighth Corps Area, and was one of this Depot's personnel in its early days immediately after the War.

A group of some twenty students of the Brackenridge High School of San Antonio visited the Depot on Nov. 3d for the purpose of making a tour through our Engineering Shops.

Maxwell Field, Ala., Nov. 20th:

The Squadron Basketball team just completed its organization with ten men out for the regular cage lineup. As with the Baseball team, our outfit is to

be listed among the contestants in the Montgomery City Basketball League, and, with this competition to stimulate interest, the indoor game will be the principal athletic activity during the winter months.

Capt. Ira C. Eaker was a visitor at the Field during the week of November 10th, arriving in the new transport "Northrop Alpha", 6 passenger, low wing monoplane.

Adverse weather conditions forced five Langley Field officers to be our guests for several days, they having arrived, from the Boeing factory in Seattle, Wash., with five of the new P-12C's.

A definite Polo Club organization has taken shape at the Field and an exhibition game was scheduled to be played Nov. 23d, between the Maxwell Field Club and a civilian team. With a string of 17 mounts in the stables, there is an opportunity for development of a very good polo outfit. The game is an innovation to this locality and seems to have excellent drawing power.

40th Division Aviation, Calif. National Guard, Los Angeles, Calif., Nov. 15th:

This Squadron has settled back into the yearly training schedule after the annual field training period in August. Drill periods are more interesting than in the past, and the personnel is busily engaged in carrying on toward greater efficiency, which will be necessary for a smooth cooperation with twice as many troops at next summer's camp. Special emphasis is being given to attaining a high degree of proficiency in Communications, the need for which appeared at the 1930 camp.

This unit welcomes its newest officer, Lieut. Wendell H. Sanford, from the 160th Infantry, 40th Division, Calif. National Guard. We also have back with us a former officer, 1st Lieut. Harry C. Claiborne, from Captain, National Guard Reserve.

Our flying equipment, which was pretty well strained through continuous use at camp, has now been returned to us after overhaul at Rockwell Field, with the exception of our two faithful PT-1's, which have gone the way of all obsolete equipment.

Sunday, November 2d, was given over to the Commanding Officer's Inspection, which appeared to be thorough and detailed. Already, several new recommendations and orders have resulted.

Fairfield Air Depot, Fairfield, Ohio, Nov. 14th:

Maj. A.L. Sneed, Commanding Officer of the Depot, departed on Oct. 27th for Santa Monica, Calif., for the purpose of ferrying a BT-2B airplane to Wright Field, and for coordination of Materiel Division Activities in the southern states. He visited Kelly Field, Texas; Little Rock, Ark.; Birmingham, Ala.; Montgomery, Ala.; Atlanta, Ga.; and Fort Bragg, N.C., and returned to the Depot on November 13th.

Capt. Edward Laughlin, Engineering Officer, departed on Nov. 5th, ferrying a P-1C airplane, which had been overhauled at this station, to Kelly Field, returning Nov. 11th.

Lieut. Frederick M. Hopkins, Jr., Post Adjutant, and Major Malcolm C. Grow, Flight Surgeon, departed on Nov. 1st on a cross-country mission to Pittsburgh, Pa., Wilmington, Del., and Mitchel Field, N.Y., returning on the 6th.

Lieut. George V. McPike, Depot Supply Officer, made a cross-country trip to Selfridge Field on Nov. 8th.

Lieut. Melvin B. Asp and Mr. Plymyer, of this Depot made a cross-country flight to Bowman Field on Nov. 3d for the purpose of transporting an engine.

Lieut. John A. Austin, Station Supply Officer, made a cross-country trip to Chanute Field on Nov. 1st, returning on the 2d.

A Post Book Club, for the benefit of the officers and their families, was established at the Depot. A similar Club was established last year and proved to be quite a success.

The hunting season at the Fairfield Air Depot Reservation, virtually opening on Nov. 15th, was awaited by the hunters of Wright Field and Fairfield. Major-General James E. Fechet, Chief of the Air Corps, is an expected guest of the field during the opening period of the season.

Many visitors were at the Fairfield Air Depot during the past two weeks.

Capt. Axtater, pilot, landed in an airship, en route from Langley Field to Scott Field, on Nov. 8th and returned with five passengers on the 13th.

Lieut. Goldsmith, Bowman Field, arrived on Nov. 11th for a major overhaul on PT-1 plane.

Lieut. Scott and Pvt. Binger, Chanute Field, stopped en route to Chanute from Cleveland on a cross-country mission on the 11th of November.

Capt. Galloway, Bowman Field, and Lieut. Mace, Roberts Field, flew to this Depot on Nov. 8th for major overhauls on their planes.

Capt. Cook and Lieut. Melvin, Schoen Field; Capt. Galloway and Lieut. Douglas, Bowman Field; Lieuts. Mears and Brunner, Lunken Airport, stopped en route Nov. 8th on cross-country missions.

Sgt. Nendell and Lieut. Baxter, Chanute Field, flew to this station on Nov. 7th.

Lieut. Anderson, Chanute Field, landed at the Depot, Nov. 7th on a cross-country mission.

Lieut. McGuire, Selfridge Field, flew a P-1C airplane to this Depot on Nov. 6th for a major overhaul.

Capt. Cook, Schoen Field; Lieuts. Sirmyer, Dunbar, Sailor, Wilgus, Scott Field; Lieut. Reid, Selfridge Field; Lieuts. Genaro, Roll, White and Peck, Schoen Field; Lieuts. Burgess and Schoenlein, Chanute Field were visitors on cross-country missions on the 6th of November.

Lieut. Morrison and Sgt. Robinson, Detroit, Mich., made a cross-country flight to this station on Nov. 5th.

Lieuts. Carter, Butler, Gann and Wagner arrived on Nov. 4th from Marshall Field and departed on Nov. 5th in O-25A airplanes which had been given major overhauls at this station.

Lieuts. Robinson, Mallory and Johnson departed this station on Nov. 5th to ferry two O-11's and one O-19 airplane to Kelly Field, Texas.

Lieuts. Messmore, Klese, Peck, Roll and Paul arrived Nov. 3d from Maxwell Field for planes which had been given major overhauls at this station.

Lieut. Selzer made a cross-country trip from Scott on Nov. 3d.

Capt. Duncan, pilot, General Parker, passenger from Chicago, Ill.; Lieut. McCune, Bolling Field; Lieut. Burrows, Rockwell Field; and Lieut. Reid, Selfridge Field, stopped Nov. 2d en route on cross-country missions.

Lieut. McConnell, Commanding Officer, Norton Field, made a cross-country flight to this Depot on Nov. 1st.

Nichols Field, P.I., Oct. 30th:

28th Bombardment Sq.: Capt. Edward C. Black, Squadron Commander, is at present hiding out in Siam with the United States Navy. Lieut. R.C. Zettel is handling the reins during his absence.

The administrative forces of the 28th are deep in the midst of preparations for the Squadron's second annual vacation excursion, a fifteen-day trip to Camp John Hay, Baguio. All indications point to a more successful time than last year's remarkable trip.

1st Lieut. George A. Whatley was assigned to the Squadron and took over the Engineering Department, relieving Lieut. E.M. Morris.

4th Composite Group Headquarters: Capt. Joseph H. Davidson who arrived on the October transport, assumed command of the Detachment, relieving Lieut. Francis B. Valentine who was assigned to the 2d Squadron.

66th Service Sq.: 1st Lieut. Joseph Smith is on leave of absence and is traveling in China and Japan.

1st Lt. James S. Stowell, who arrived on the October transport, was assigned to this organization and took over the duties of Squadron Adjutant, Mess Officer, Supply Officer, Squadron Athletic Officer and Custodian of the Funds.

The 66th won the inter-squadron baseball championship, winning seven straight games. A cup will be presented to the Squadron Commander by the E. & R. Officer at a later date.

Construction has started on the new barracks for the 66th.

Recent promotions effected some changes in commissioned personnel; First Lieut. Earl S. Hoag was promoted to Captain, Air Corps, and relieved from duty as Squadron Adjutant by Lieut. U.G. Ent, who arrived on the last transport. Capt. Hoag is availing himself of two months leave by traveling in the Straits Settlements, Indo-China, Siam, Malay Peninsula, Sumatra, Celebes and Borneo. 1st Lieut. Dache M. Reeves was promoted to Captain, Air Corps, and remains on duty as Assistant Air Officer.

Brig.Gen. King, Assistant Chief of Staff, made a tactical inspection of the 2d Squadron on Oct. 8th. Demonstrations were made employing aerial gunnery, bombing and communications.

The annual anti-aircraft season of the Coast Artillery at Ft.Mills began during the month. A total of over two hundred hours flying time is scheduled on these missions before December 24th.

Two cross-country flights were made to San Jose, Mindoro, during the month. Several flights were also made over the city of Baguio. This flight gives the personnel making it a marvelous view of mountain scenery and also cools them off, as it is necessary to climb 10,000 feet to avoid the mountains.

6th Photo Section: The Commanding Officer of the 6th, Lieut. J.M. McDonnell, is on leave, traveling through China and Japan. During his absence, Lieut. P.P. Hill is in charge.

Wright Field, Dayton, Ohio, Nov. 22d:

Lieuts. E.H. Schwartz, E.L. Blount and J.H. Harrington, Specialist Reserve officers of Dayton, Ohio, spent two weeks active duty at Wright Field, beginning Oct. 20th. Capt. Max O. Griffith, formerly of the Power Plant Branch, reported for two weeks active duty at the same time.

Capt. Lowell H. Smith arrived at the Field, Oct. 21st, ferrying a Bomber (B-3A) from the plant of the Keystone Company, Bristol, Pa.

Maj. E.G. Reinartz, Flight Surgeon, presented a paper on "Aviation Medicine" to the Clark County Medical Society at Springfield, Ohio, on Oct. 22d. Lt. A.F. Hegenberger flew Major Reinartz to Springfield for the meeting.

Lieuts. S.E. Prudhomme and A.J. Lyon left for California on Oct. 24th to ferry two BT-2B planes from the plant of the Douglas Company at Santa Monica to Wright Field. The round trip was made in a week.

Maj. H.H. Arnold and Lieut. D.F. Stace left for Santa Monica on Oct. 25th to ferry two BT-2B airplanes to Wright Field.

Maj. W.H.Crom left for Buffalo on Oct. 26th to address the Reserve Officers.

Lieut. A.F. Hegenberger went to Detroit on Nov. 4th for a conference with the Ford Company regarding installation of navigation equipment in a new plane.

Lieut. O.R. Cook and A.W. Vanaman flew to Cleveland on Nov. 5th for a conference with the Aluminum Company of America.

Instructor Ezra Kotcher, of the Engineering School, went to the factory of the Goodyear-Zeppelin Corporation, Akron, Ohio, on November 5th to collect data for use in the School's design courses. On Nov. 7th eleven planes under the direction of Maj. J.D. Reardan flew to the same plant. They were manned by officers of the Engineering School, who inspected the factory as part of the School course. Those participating in the flight besides Maj. Reardan were Capts. Grandison Gardner, in charge of the School; O.O. Niergarth, M.E. McHugo, L.C. Hurd; Lieuts. A.C. Foulk, C.S. Johnson, K.B. Wolfe, E.M. Powers, R.M. Williamson, J.L. Davidson, B.W. Chidlaw, R.J. Minty, A.R. Crawford, H.K. Baisley, C.S. Thorpe, C.A. Ross, F.E. Glantzberg. Maj. J.C. Cleary and Lieut. J.P. Young, Air Res., both of the Materials Branch, also accompanied the students.

Maj. F.H. Coleman left on November 6th for Picatinny Arsenal for a conference with the Chief of Ordnance on porcurement planning matters.

Capt. K.S. Axtater, piloting a TC airship from Scott Field to Langley, landed at Fairfield on Nov. 8th. Lieut. R.P. Williams joined the flight there, accompanying it to Scott Field as co-pilot. Lieut. J.C. Shively also formed one of the crew. The same crew, with Capt. Axtater in charge, ferried another TC airship upon the completion of that duty from Scott to Langley Field, arriving there on Nov. 18th.

Capt. Robert Kauch left on Nov. 11th for Washington to attend a meeting of the War Department Commodity Committee.

Brig.-Gen. H.C. Pratt attended the meeting of the National Advisory Committee for Aeronautics in Washington on Nov. 12th.

Lieut. A.W. Vanaman was granted a month's leave of absence which he is spending in Texas.

Capt. E.P. Gaines, Air Corps representative at the plant of the Curtiss Company, Buffalo, New York, landed on Nov. 13th at Wright Field, ferrying a new plane. Lieut. D.W. Buckman, who was in the observer's place will ferry the plane on to Panama where Lt. Buckman is stationed at France Field.

Lieut. W.N. Amis took off on Nov. 18th for Bolling Field and Middletown Pa., for a conference on Air Corps supply matters.

Maj. W.H. Crom, on Nov. 19th, ferried an Observation plane to Offutt Field, Ft.Crook, Nebr., He returned, ferrying a second plane from there to Fairfield.

Lieuts. F.D. Klein and E.R. Irwin, chemists of the Materials Branch, left by air on Nov. 18th for Bradford,Pa., for temporary duty at the plant of a manufacturing concern.

B.F. Trotter of the Flight Operations Office, and Mrs. Trotter, enjoyed a flight to New York on Nov. 19th in the Standard Oil Development Company's Lockheed Vega, piloted by W.W. White, former Air Corps Lieutenant and familiarly known as "Chic".

Stanley W. Richardson left on Nov. 23d for an extended trip covering various fields and supply depots, where he will instruct personnel in the new machine bookkeeping systems installed. Richardson's schedule takes him to Scott Field, Ft.Crockett, San Antonio, Kelly, Brooks, Ft.Sam Houston, Rockwell Field, March Field, Crissy Field, Chanute Field and Selfridge Field, and back to Wright Field, which is a fairly good circuit of western United States.

Among representatives of the commercial concerns who visited the Field this month for purposes of consultation with the various engineers, were the following: T.E. Tillinghast, Pratt-Whitney Company, Hartford, Conn.; C.W. Deeds and D.L. Brown of the same company; Arthur Nutt, Curtiss A. and M. Company, Buffalo, N.Y.; J.E. Schaefer, MacShort and L.C. Stearman, Stearman Aircraft Company, Wichita, Kansas; George B. Patterson, Vacuum Oil Company, New York City; S.P. Lyon, Thomas-Morse Aircraft Company, Buffalo,N.Y.; Lawrence D. Bell and I.M. Laddon, Consolidated Aircraft, Buffalo,N.Y.; D.B. Weaver, Fokker Aircraft Co., Moundsville, W.VA.; Dr. S.A. Moss - of Moss Supercharger fame - General Electric Co., Lynn, Mass.; E.H. Dix - formerly of the Materials Branch - Aluminum Company of America, Pittsburgh; P.B. Taylor, Wright Aeronautical Corp.,Paterson,N.J.; J.P. Kindelberger,Douglas Co., Santa Monica, Calif.; Eric Nelson, Boeing Airplane Co., Seattle,Wash.; Louis Meister, Verville Airplane Co.,Detroit,Mich.; Victor Bertrandias, Fokker Aircraft Corp.,New York City; R.B.C. Noorduyn, Bellanca, Wilmington,Del.; A.E. Raabe, Eclipse Aviation Corp.,East Orange,N.J.; J.R. Allen, W.W. Mounts,and E.L. Davis, Ford Motor Co.,Detroit,Mich.; Robert Insley, Continental Motors,Detroit,Mich.; Robert Porter,Kinner Motor Co., Glendale,Calif.; Frederick Charavay, Hartzell Propeller Co., Piqua,Ohio; Grover Loening, New York City; L.C. Milburn, Glenn L. Martin Co., Baltimore,Md.; Victor Showalter,Elgin National Watch Co.,Elgin,Ill.; and O.E. Ross, Keystone Aircraft Corp.,Bristol, Pa.

Among the Wright Field officers participating in cross-country training flights during November were the following: Lieut. C.S. Thorpe to Selfridge and Grand Rapids, Mich.; Lieut. H.K. Bailey to Scott Field and Chicago; Lieut.J.A. Woodruff to Bolling Field,D.C.; Lt. F.D. Klein, to Philadelphia, Pa.; Lieut. S.R. Harris,Jr., to Mitchel Field, L.I.,N.Y.; Lieut. J.E. Parker to Mitchel Field,N.Y.; Lieut. C.A. Ross to Cleveland, Detroit and Chanute Field; Major A.H. Gilkeson,to Philadelphia,Pa.; Lieut. C.D. McAllister to Pope Field,N.C.; Lieut. R.L. Williamson, to Louisville,Ky.; Lieut. R.P. Williams to Baltimore,Md.; Lieut. H.P. Rush to Scott and Chanute Fields; Lieut. L.L. Beery to Bolling Field,D.C. Lieuts. A.W. Vanaman and E.C. Langmead to Cleveland,Ohio; Lieut. W.G. Smith and Lieut. J.A. Woodward to Chanute and Rantoul; Lieuts. B.W . Chidlaw and Park Holland to Selfridge Field; Lieuts. Glantzberg, A.R. Crawford, K.B. Wolfe, P.H. Kemmer and Capt. Carl Greene to Chanute Field; Capt. A.M. Drake and Lieut. E.R. McReynolds to Detroit,Mich.

Lieuts. C.A. Ross, H.P. Rush and F.E. Glantzberg are among the officers who have been interested in night training flights, several of which have been made during the past month.

Brooks Field, Texas, Nov. 15th:

Lieut. O.G. Kelly reported for duty from leave on Nov. 13th.

2nd Lieut. G.L. Murray was assigned to and joined the command, Nov. 8th upon completion of tour of foreign service in the Philippine Department.

1st Lieuts. A.L. Bump and Raphael Baez joined the command, Nov. 10th.

Mr.Sgt. Erwin H. Nichols, highly responsible for the perfection of the seat-type parachute was transferred to the AC Tech. School, Chanute Field, Rantoul,Ill. He takes with him the best wishes, for prosperity and happiness from the entire command.

The officers of this command attended the reception for General Douglas MacArthur,U.S.A.,held at Ft.Sam Houston Officers' Club the evening of Nov. 12th.

The 9th Infantry downed the Brooks Field Maroons, six to four. Battling in a sea of mud and a constant drizzle, Maj. Brooke's Ninth Infantry Manchus took advantage of the breaks of the game to score a decision over the Brooks Field Maroons, Saturday, Nov. 8th, on the Airmen's gridiron.

Having completed two of their scheduled games in the San Antonio Army football league, the Maroons are training hard for their remaining games, on Wednesday, Nov. 19, against Lieut. "Spike" Nave's Champion Twenty-Third Infantry Doughboys and Thanksgiving Day's game against the powerful Kelly Field Flyers.

Luke Field, T.H., Nov. 10th:

With the arrival of new airplanes for practically every organization here, the flying personnel are looking forward to the coming training season with eager anticipation. So far this year, 55 new airplanes were received and put into service at Wheeler and Luke Fields. Before the end of the year, it is expected that this number will be increased by the arrival of 12 new Observation planes and two bi-motored Amphibian airplanes. The Keystone LB-6 Bombers replaced the old LB-5's and the O-19B, the ancient De Havillands.

The training program for 1930-1931 has been published and contains a comprehensive outline of every phase of training that will be carried out by the Fifth Composite Group for the ensuing year. Inter-island flights are included in the program, and each pilot is scheduled to make at least three flights to the Island of Hawaii and at least two flights to the Island of Kauai. Training, which has been seriously handicapped the last few months due to the lack of equipment, will not resume a more regular schedule.

72d Bombardment Squadron: The Squadron basketball team, after tossing away the first three games, finally reached their stride and won the next five games putting the team in second position in the Inter-Squadron League. If the same pace is maintained for the next four games, the team will either win the pennant or else be tied with the 4th Observation Squadron for the championship. The excellent showing made was due directly to the combined training efforts of Lieut. Tallmadge L. Boyd, popularly referred to while playing as "Dynamite"; 1st Sgt. James W. Hill; Sgt. Lapsley; Pvts. Buckley, Johnson, Williams, Horey, Tate and a host of reserves. The last two games played were without doubt the best of the season, the first ending in a tie with the 23d Bombardment Squadron, with the team winning in the five-minute play-off and the second ending by a one point defeat for the 4th Observation Squadron, the "temporary" league leaders.

The first of the Inter-Squadron Boxing Smokers was lost to the strong 4th Observation team, four bouts to three. Cpl. "Dusty" Rhodes won the heavy weight bout in excellent style as expected. A new comer to the Squadron, Pvt. Thornton won his bout quite handily, and it is believed that in him the Post has an excellent man for the Sector championship. Our third win was quite an upset to the second thinkers, Pvt. Friend taking Kreegan of the 4th Squadron to the cleaners. Although apparently a novice, Friend out-generalled, outpunched and outboxed his opponent through the entire three rounds. Pvt. McConvey lost a hair line decision which did not please the assembled multitude at all. Barton put up a very game fight, but lost to the much stronger and older fighter, Storey. Pvts. Ludwig and Witzuk lost tough fights to their opponents. However, from the showing made by the boxing squad, we feel certain that they will come through for the squadron in the next two smokers.

The swimming team is in active training for the coming meet and undoubtedly when the next News Letter is published it will contain data of the winning 72nd-naters.

4th Observation Sq.: This Squadron consists at present of three OA-1B Amphibian airplanes and six Thomas-Morse Observation airplanes. The latest ships, namely, O-19B's, received at Luke Field recently, attracted much attention. They are of the two-seater type, powered by Pratt & Whitney 425 H.P. engines, capable of a speed of about 130 miles per hour. The O-19B's are equipped with machine guns, both fixed and flexible.

With these nine ships, the 4th Squadron is ready to start a new training year on November 1st, which promises to be more active than ever before. The training program for the period Nov. 1st, 1930, to Oct. 31st, 1931, will cover all phases of observation work and training, such as aerial gunnery and bombing, radio and visual communication, aerial navigation and photography, cross-country and formation flying, day and night reconnaissance, combat maneuvers and liaison missions with other branches of the service.

Flying this month consisted mostly of testing new aircraft and also formation flying, cross-country flying, photo practice, training aircraft crews and practice flights. Infantry Liaison mission with the 22nd Infantry Brigade was performed on Oct. 17th with Lieuts. Gilbert and Dean as Pilots and Lieuts. Meyer and Edwards as the Observers. The mission was successful. Two-way radio communication was maintained during the entire mission.

Several social events in the last few weeks were held in honor of Capt. and Mrs. George P. Johnson, scheduled to leave for the mainland on the transport sailing Nov. 15th. Capt. Johnson was assigned to duty at Langley Field, Va., and all of Luke Field wishes him Aloha.

Capt. Frank H. Pritchard was assigned to the command of the 50th Observation Squadron, which was reorganized at this station on Nov. 1st.

Capt. Herman G. Halverson, who represented the Quartermaster Corps at Luke Field for the last year, received orders to return to the mainland, and will depart on the December 2nd transport.

Tech.Sgt. Drier arrived in this Department from Kelly Field and is now stationed at Luke Field.

Tech.Sgt. Ferguson, formerly at Marshall Field, Kansas, arrived as a replacement for Tech.Sgt. Howe, who left on Oct. 29th for Marshall Field.

Staff Sgt. Wendell arrived on the October transport from Chanute Field.

The gymnasium at Luke Field was converted into a dreamland on Hallowe'en night, when the enlisted personnel gave a costume masque dance. Attendance taxed the hall to capacity, and the costumes worn and the characters represented were varied and striking, ranging from the elaborate to the simple dominoe. Many spectators watched the pageant, portraying characters from Mother Goose, Fairyland, operas, as well as national dress, clowns and buffoons. Several maidens carried out the Hawaiian motif and came attired in the Hula costume. The gymnasium was decorated with palm branches brought from the other side of the Island and Jack O' Lanterns and other symbols of Hallowe'en, the most striking being a gigantic witch riding a broom suspended high above the dancers. During and after the dance refreshments were served, and the committee conducting the affair was congratulated on every side for what everyone claimed was the most successful enlisted men's dance ever held in the Islands.

Bolling Field, D.C., Nov. 28th:

Lieuts. Merrick, Cousland and Willis just returned from Seattle, Wash., ferrying three new P-12C's for the Tactical School at Langley Field, Va. From all reports by them, their trip was quite a success. From the length of time it took these three to return home, one would judge, that their trip must also have been quite a success socially. Of course, the weather held these "feathered birds" up most of the time. For your information, it only took them a few days over three weeks. Suggest here, we use the covered wagons again.

Lieut. Cousland, our "cracked flyer" was reported lost, missing, dead and everything else when he landed, or better say, was forced to land at Deming, New Mexico, where he remained for several days, also waiting for the fog to clear. This town, by the way, happens to be where he went through graded school. Now we ask you, could one blame him for the "foggy" condition of the so-called weather?

Lieut. Giovannoli just returned from a most enjoyable trip to Havana, Haitii, Porto Rico, Santo Domingo and other desirable cities. He even came back all sunburned, or was he just blushing from telling his numerous tales? Use your own judgment.

On Nov. 25th, we had as our guests the Basic Class of the Army Medical School students, approximately forty-five in numbers. It is planned to show them around all the departments, giving them hops and also an acrobatic demonstration.

For Friday, December 5th, the Officers and ladies of Bolling Field arranged an Air Corps party at the Army, Navy and Marine Corps Country Club. It is planned to be quite an affair, and we are assured of that, as Lieut. Ronald Hicks is in charge. We hope to have present quite a number of distinguished guests, a good number of the officers and ladies of the Office of the Chief of the Air Corps, also officers and ladies from the War College and the Industrial College.

Clark Field, P.I., Nov. 4th:

3d Pursuit Sq.: The dry season is here, and the squadron is looking forward to maneuvers, night flying and flights to various parts of the Islands. On Nov. 4th there will be a cross-country flight to the Island of Mindoro.

The field lighting equipment is being put into commission for night flying during November.

The October boat brought four new officers to Clark Field, whose assignments to duties are as follows: Maj. Alexander Mileau, Flight Surgeon; Lieut. J.R. Hawkins, Station Supply Officer; Lieut. Burnside, Assistant Communications Officer and Lieut. A.R. Springer, Airplane Pilot.

Maj. C.V. Hart, our old Flight Surgeon, Lieuts. A.L. Bump,Jr. and G.L. Murray, left for the States on the October boat. These officers will be greatly missed by the Squadron.

Among the arrivals on the October Transport was General King, who is on a tour of inspection of the Philippines and China. General King inspected Clark Field on Oct. 6th, and the Squadron gave a gunnery demonstration in his honor.

Lieuts. O.A. Anderson and G.A. Whatley were transferred to Nichols Field, Manila, P.I.

The baseball season opened, with the first game played with Ft.Stotsenburg on Oct. 29th. Clark Field lost the game by a score of ten to five. The team this year is made up of all new material, but will be rounded into shape in a short while. Lieut. W.E. Whitson is in charge of the team.

The bowling team played the last game of the Inter-Regimental Bowling League at Corregidor on Oct. 28th. Ft.Mills won three straight games from us, which places them at the top. The standing of the teams is as follows: Ft.Mills-Ft. McKinley-Nichols Field-31st Infantry-Clark Field-Sternberg and Ft.Santiago.

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FOOTBALL

Champions Edge Out Brooks Maroons.

Point After Touchdown Is Margin of Doughboy Victory.

By Jack Germaine (Army Sports Correspondent)

The dope bucket in the San Antonio Army football league had a close call Wednesday afternoon when the Brooks Field Maroons, who were figured to lose to the champion Twenty-third Infantry Doughboys by at least three touchdowns, outplayed and outclassed the favorite in all but the first quarter, losing by a heart-breaking score of 7 to 6.

The game was played on the Brooks Field gridiron before an estimated crowd of 2000 soldiers and civilians. The 23d Infantry brought their band over from Ft.Sam Houston, playing their gridsters to victory.

Trailing by seven points at the end of the opening quarter, the Airmen took new life as Pratt, sensational little halfback, received a kick to make a beautiful 40-yard dash for a touchdown. Sartain's try for extra point failed and the half ended, 7-6.

In scoring their touchdown, Lieut. "Spike" Nave's Doughboys, carried the ball to midfield and, after two unsuccessful tries at the line, Umberger heaved a 50-yard pass to Minnis, six-foot-four end, the pigskin landing into the waiting arms of the lanky Doughboy end, who fell over the Maroon goal-line for a touchdown. Cocke's kick for extra point was good, the oval soaring over the center of the bar. This was the lone point that brought victory to the 23d Infantry gridders and give them a real chance for the 1930 Army football laurels.

During the opening quarter, it was all the Doughboy's, as they dashed up and down the field, counting for 5 of their 12 first downs with Umberger and Faria bearing the burden with terrific line plunges.

The Maroons came back a different team at the start of the second quarter, outplaying and outrushing their heavier rivals. Heavy penalties charged against the Doughboys for clipping, illegal use of the hands and unnecessary roughness, put the ball in their danger zone, and Faria, standing behind his own goal, kicked to his own 40-yard line, where Pratt dashed madly, behind the excellent interference of his backfield mate, Sartain for the Maroon touchdown. It was a tough break when Sartain's kick was just a bit wide.

DOUGHBOYS HOLD 'EM.

The best kick of the afternoon was registered by Pratt, of the Flyers, who punted from his own 45-yard line out of bounds on the Doughboys' six-yard line, despite the disadvantage of having the wind against him. Faria and

Umberger were held for no gain; and Faria, standing behind his goal again punted, but it was a fast kick which went out to the rightened zone to Felton, who made a 25-yard return before being thrown out of bounds by two Doughboy tacklers on the enemy's 5-yard line. Pratt smashed the center of the line for a three-yard gain on the first down. Freeman went off tackle, and when the referee managed to get the pile undone, the ball lacked about 3/4 of a foot of being over. Again Freeman lugged the ball through the line and it looked like he was over, but again, no touchdown. Attempting a criss-cross, on the fourth down, the Flyers lost the ball and the Doughboys immediately kicked out of danger. Neither team threatened to score thereafter and as the final gun sounded, the Maroons had possession of the ball on their own 25-yard line.

This game was the hardest fought in the Army League this season, the penalties giving an idea of just how these two able Army elevens battled. The Doughboys were penalized the distance of 120 yards and the Maroons were charged with 40 yards.

Smith, Porter, Van Deventer and Minnis were outstanding on the defense, while Pratt, Sartain, Felton, Umberger, Faria and Sipes stood out on the offensive.

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43d Division Aviation, Conn. National Guard:

The 43d Division, Air Service was fortunate in securing three new 2nd Lieutenants: Harold W. Fairchild and Paul S. Baker, both recent graduates from Kelly Field and Commercial Pilot, Lt. Sanford Chandler, operating in Hartford.

On Oct. 23d, Staff Sgt. Joseph C. Frank of the Armament Section, was ordered to Chanute Field, Ill., for the armorer's course.

This organization was fortunate in receiving a new Fairchild K-11 Aerial Camera, and a mosaic of Brainard Field and immediate vicinity is in the making.

On Oct. 17th, Admiral Byrd made a visit to Hartford, and the 43d Division Aviation with two companies of Infantry were requested by the city as a guard of honor.

Brooks Field, San Antonio, Texas, Nov. 25th:

Lieut. Richard E. Cobb, Brooks Field, flew to Chanute Field, Rantoul, Ill. on Nov. 22d, for the purpose of transporting enlisted student personnel from Brooks and Kelly Fields to the Air Corps Technical School. Lieut. Cobb also will return graduates of the School to their respective stations at Brooks and Kelly Fields.

1st Lieuts. George W. Polk, Jr. and James Flannery, both of Brooks Field, will go to Wright Field, Dayton, O., on Dec. 1st to attend the Annual Engineering and Supply Conference.

Brooks Field was represented on the occasion of the Mason Patrick Air Trophy Race at Galveston, Texas, on Saturday, Nov. 22d by Col. H.B. Clagett, and Lieuts. J.J. McBlain, H.M. Turner and Lawson flew in a 3-unit formation as part of the exhibition in conjunction with the race.

Lieuts. Raphael Baez, Jr., Arthur L. Bump and George L. Murray, from the Philippines, are new officers detailed for service at Brooks Field. They were assigned to the 52d School Squadron, 62d Service Sq. and 51st School Sq. respectively.

Lieut. R.W. Gibson left Nov. 21st for a month's leave of absence.

Mitchel Field, L.I., N.Y., Nov. 15th:

Under the guiding hand of Lieut. R.F. Travis, Mitchel Field is beginning to look up athletically. The new gymnasium, occupying half of the warehouse formerly taken up by the old fight club, is now as completely equipped as any modern gym. Horizontal bars, parallel bars, climbing poles, rowing machines, chest weights, mats, dumbells, Indian clubs, etc., etc., have all been installed and are in constant use.

Volley ball experienced a very popular season this fall. Each squadron has its own courts, with an indoor court in the Gym. for common use. An Inter-Squadron championship was run off, from which the First Squadron emerged the victors. The post Volley Ball team won its first outside meet by defeating the Sloane House Y.M.C.A., in New York City on Nov. 10th. It has several more games scheduled against outside clubs and one or two college teams. The team is very anxious to meet other post teams, could the games be arranged.

Basketball season has started and, according to Lieut. Orr, the coach, the prospects are very bright, indeed. He hopes to best all the post teams in this vicinity, as well as any outside club teams with which games can be scheduled.

Five of our pilots, Lieuts. McCaffery, Fell, Bond, Bostrum and Shipley, just returned to the post from Aberdeen, where they had been on detached service for three months, towing targets and dropping bombs.



—ISSUED BY—
OFFICE OF THE CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON

R. C. BARRY

VOL. XIV DECEMBER 30, 1930 NO. 15.

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VOL. XIV AIR CORPS NEWS NO. 15

Information Division, Air Corps — December 30, 1930 — Munitions Building, Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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AERIAL PHOTOGRAPHIC ACTIVITIES OF THE ARMY AIR CORPS

One of the most interesting branches of work performed by the Air Corps, not only with regard to its military value but also its employment in connection with civilian agencies, is that involving the use of aerial photography. In the military field it obtained its first great impetus during the World War. Aerial observation during the early stages of that conflict was carried on entirely by observers who reported what they saw below. As time went on, however, it was found that the photographic eye of the camera was better adapted for many purposes than its human counterpart. The photograph was accurate, it covered a wide field, it could be kept for an indefinite period of time and the comparison of a series taken at intervals indicated interesting developments which could be better ascertained in this manner than in any other.

The use of aerial photographs as a supplement to the work of the observer has a wide range of usefulness. Knowledge of what the enemy is doing and what are the dispositions of his troops and equipment is of vital importance to an army. The effect of artillery fire, the discovery of camouflage and many other details of interest can be deduced from a study of aerial photographs. This work must be done by those who have had special instruction in the interpretation of the photographs, which is a highly specialized duty.

Interpretation of aerial photographs is explained in Training Regulations 210-10, which may be procured from the Superintendent of Documents, Washington, D.C., for 20 cents.

The analyses made not only discover facts, but may also be utilized to give evidence of what are the plans of the enemy forces.

Aerial photographs fall into two principal categories, those known as obliques and those designated as verticals. Oblique photographs, the type with which the public is most familiar, are taken by pointing the camera over the side of the airplane, and show the view as it would appear if taken from a high building. Those of most value are usually taken at an angle of approximately 30 degrees below an imaginary line running parallel with the earth's surface and passing through the center of the camera. They are particularly valuable in warfare for the purpose of familiarizing the Air Corps as well as ground troops with the areas over which they are to operate and the changes which are taking place from day to day.

The uses of aerial photography in peace time are manifold. Maps made by this means have been used by city planning bodies in making provision for the future development of municipalities. It has proved valuable in the laying out of electric transmission lines. Large areas of land have been mapped, and this method has also been quite extensively used in making preliminary reconnaissances over isolated country in which mineral deposits are being sought. Oblique photographs are frequently employed for advertising purposes.

Vertical photographs are taken by means of a camera which is ordinarily mounted inside the fuselage of the plane and points downward through a hole in the floor. It is obvious that while it is almost impossible to keep the camera pointing steadily in a precisely vertical direction, any considerable deviation from such a position must result in distortion and a lack of accuracy, particularly where a series of photographs are desired.

The area covered by a single exposure is determined by the altitude of the plane above the ground and the focal length of the lens used. It is often desirable to cover a larger surface and, in this case, the usual procedure is to take a succession of overlapping exposures at regular intervals, the prints from which are mounted in their proper position in relation to each other, and which form what is known as a strip map or a mosaic, which may cover a wide area of ground. When assembled with accurate controls mosaics may be utilized to form accurate maps.

Another method of operation consists in taking composite vertical photo-

graphs. This is done by assembling two or more aerial photographs made at one exposure by a multiple lens camera, and printed and mounted in such a way that the assembled photographs form the equivalent of one taken with a wide angle lens. The camera used has one lens pointing vertically downward and two or more in an oblique direction. The resulting oblique photographs are projected into the plane of the vertical photograph by means of a transforming printer. The advantage of this camera is that with three lenses tangent to a wide arc, it covers a very wide territory. For instance, at 15,000 feet altitude, the field of view is 9.4 miles across. Cameras of the type used in making composite vertical photographs ordinarily have three or four lenses, although in one which has been experimented with the number has been increased to five. This method is frequently used in large mapping projects. Training Manual #2170-6 is a valuable reference book on aerial photography and may be procured from the Superintendent of Documents, Government Printing Office, for 55 cents. It describes the cameras in detail and also the methods employed in aerial mapping.

Single photographs show objects in one plane. Stereograms are overlapping pairs of either vertical or oblique aerial photographs. Their value lies in the fact that they will show up the relief in a photograph, and allow us to view the picture and see it just as we would see the object itself. Stereoscopic photography employs the principle underlying binocular vision. The human eyes are about two and three-fourths inches apart, and this double vision gives us a sense of relief or depth in all objects we view up to a certain distance. Beyond this certain distance the two eyes receive visions which merge, and we receive an impression more like a single photograph than a stereoscopic view.

The ordinary stereogram is produced by photographing an object with a camera having two lenses approximately three inches apart. This gives a double or an overlapped picture of the object which, when viewed in a stereoscope, is reproduced to the eye as a single photograph that gives the sensation of relief. In aerial photography the same principle is employed, but it is exaggerated. Owing to the distance from the lens to the object photographed, when taking pictures in the air a double lens camera with lenses several inches apart would not produce this stereoscopic effect. For that reason, in aerial photography this effect is obtained by making two photographs at some distance apart from the same altitude. Overlapping photographs show exactly the same areas, but slightly different views of it. When viewed together through a stereoscope, with the two pictures on their proper sides in the order in which they were taken, the stereoscopic effect is obtained.

Thus, relief of buildings, depth of valleys, and all such features are immediately brought out and understood. Naturally, stereograms or stereophotographs are a great aid in the interpretation of aerial photographs, as they enable one to realize the relief of the ground.

The cameras used are the result of much ingenious development. That employed in making composite vertical photographs has already been described. That generally used in taking verticals contains a long roll of film. Exposures are made automatically at intervals previously determined, ranging from ten to ninety seconds between exposures. This interval will be determined by the airspeed of the plane, strength and direction of the wind which determines the plane's ground speed, and the altitude at which the photograph is taken. There is also a device for notifying the pilot and observer a few seconds before the time of exposure, thus allowing the pilot to level the ship and the observer to maintain the axis of the camera in a vertical position. The automatic device may also be disconnected and the exposure made when the observer desires.

The planes used are specially designed for the work, a number of Fairchild single-motored cabin planes having been bought by the Air Corps for the work. Camera mountings are important fittings, it being necessary that they should eliminate vibration as much as possible and, in the case of vertical photographs, enable the observer to keep the camera axis as nearly in the vertical as possible. Sponge-rubber pads and shock absorber cord are generally used to dampen vibration.

The pilot should have special training in the technique of flying a photographic ship. It is only after considerable experience that the best results are obtained. Then, too, in order to achieve success, the pilot and photographer should have worked together so as to be familiar with each other's methods. In this as in other fields, the best results are obtained by teamwork.

While not directly used in aerial photography, an interesting development in the use of photography in aircraft is the gun camera and time-registering

device. This is used for the purpose of training personnel in the use of machine guns, and is mounted in connection with the guns. When the trigger is pulled, instead of bullets being fired a series of photographs are taken, which show the number of hits that would have been made had ball ammunition been used. In the case of a simulated contest between two or more aircraft, the time-registering device shows the exact time at which the first vital shot was fired, thus permitting the winner of the combat to be determined.

The Army Air Corps has been a pioneer in the development of aerial photography. At the experimental plant of the Materiel Division at Wright Field, Dayton, Ohio, a complete laboratory is maintained, which is continually endeavoring to devise new applications and improvements in the art. Either alone or in cooperation with commercial organizations, Army technicians have been responsible for numerous advances in construction and technique. Noteworthy among these have been the development of high altitude and long distance photography, as well as the taking of photographs at night.

Foremost in the development of high altitude and distance photography has been Captain Albert W. Stevens, Air Corps, who with Captain St. Clair Streett shares the distinction of having reached the highest altitude ever attained in an airplane carrying two occupants - 37,854 feet. Captain Stevens, in recognition of this high altitude flight and for his efforts in long-distance photographic flights, was awarded the Mackay Trophy for 1929, this being an annual award for the most meritorious flights made by Air Corps personnel. In high altitude flying, the photographs taken cover a tremendous area, as much as 33 square miles, and they are remarkably clear as to detail, permitting of enlargements being made to ten diameters. At these high altitudes, owing to the thinness of the atmosphere, human life can be sustained only through the use of oxygen which is carried along. Very low temperatures are encountered, running as much as 60 or 70 degrees below zero.

While exploits of this kind may at first sight appear of little value, they are nevertheless of decided importance. At such altitudes - five miles or more - airplanes are inaudible and, except in certain cases when the moisture in the exhaust is frozen into a kind of cloud streamer, also invisible. Photographs could thus be taken over enemy territory without the presence of the photographic plane being even recognized.

Closely allied with high altitude photography is that which involves the taking of photographs at long ranges. Up to date, the record distance covered in work of this kind is believed to have been attained during the Air Corps Field Exercises at Mather Field, Calif., in April, 1930. At that time photographs taken from an altitude of 20,400 feet over a point near Crater Lake, Oregon, show very distinctly Mount Rainier, in Washington, an airline distance of 270 miles. The mountain was not visible to the human eye because even on clear days the atmosphere contains sufficient haze to limit vision to less than 27 miles. These remarkable results are obtained through the use of special film sensitive to the invisible infra-red rays which penetrate smoke and haze. Special filters are also placed over the lens and are frequently used in taking vertical photographs as well.

Another branch of aerial photography in which the Air Corps has made remarkable progress has been in the taking of photographs at night. Development work in this field was done in conjunction with the Eastman Kodak Co., the principal Army representative having been Lieut. George W. Goddard, Air Corps. Lieut. Goddard's article - "Unexplored Philippines from the Air," in the National Geographic Magazine for September, 1930, is worth reading. Night photographs are made by firing a large charge of magnesium powder with automatic means for tripping the camera at the point of maximum intensity of the flashlight. Were the camera shutter to remain open for any considerable length of time, awaiting the flash of the magnesium bomb, the resultant photograph might show a blur caused by lights on the ground, especially in the case of night photography over any well lighted city. Therefore, a photo electric cell is an accessory to the camera. A magnesium bomb is released from the plane, and two seconds after it has been released on its small parachute, a time-fuse explodes it. At the point of highest intensity of light the photo-electric cell reacts and trips the instantaneous shutter of the camera. The flash-bomb contains 25 pounds of magnesium powder. The value of night photography in warfare is, of course, manifest. The world's first night reconnaissance strip mosaic was photographed in pitch darkness on the night of June 27, 1930, in connection with the work of the Department of Photography, Air Corps Technical School, Chanute Field, Rantoul, Illinois.

Apace with the development of night photography has come the working out by

the Air Corps of a process of quick work photography by means of which it has been possible to reduce the minimum time from the exposure of the film in the camera until the finished photograph is dropped from the plane to seven minutes, but usually from nine to ten minutes is advisable in order to insure most perfect results. After the pictures are finished they are dropped in a special message tube with a pocketed streamer, somewhat in the form of a miniature parachute. Completed photographs can in this way be delivered in field operations to those needing them much more rapidly than by the former method of having the negatives developed and prints made at the squadron's base of operations. In this work a special dual-purpose film is used; one which is a negative by transmitted light and a positive by reflected light. Prints may be made from this if desired after examination by the ground forces.

An interesting demonstration of the combination of night photography and the quick-work process was given when night photographs of prominent points in Washington were taken on March 3, 1929. In this case, the photographs were made and the message tube picked up and taken to the office of the American Telephone and Telegraph Company, where it was placed on the transmitting roll or drum of the telephoto apparatus and immediately sent by wire to eight of the principal cities of the United States. They were then recopied and 25 positive prints were struck off and delivered to Army Air Corps representatives for distribution to the press.

During the Field Exercises of 1930, an aerial photograph was made of the City of Sacramento, Calif. The negative was developed in the airplane and dropped within twelve minutes to a waiting newspaper representative. The photograph was reproduced in the newspaper, which was on the streets within an hour. This is believed to be record time.

The photographic work of the Air Corps is not restricted to military duties, but wide cooperation has been extended to other branches of the government and even to outside agencies. Most extensive of this work has been the aerial mapping carried on in conjunction with the U.S. Geological Survey, which has for many years been engaged in the production of a topographic map of the entire United States. During the last fiscal year, Air Corps photographic units photographically surveyed an area of 11,500 square miles, turning the results over to the Geological Survey. Similar work was recently completed in Maine, Michigan, Montana and Washington State. During the same fiscal year, aerial surveys covering 1500 square miles were made for the Coast and Geodetic Survey, which has charge of the preparation of maps of our coasts and harbors.

Other governmental departments have also been aided. A large area in the vicinity of Phoenix, Arizona, has been mapped in connection with the work of the Smithsonian Institution on the prehistoric canals of that region. A survey was also made of the Rio Grande River from El Paso, Texas, almost to the Gulf of Mexico, for the joint use of the International Water Commission and the International Boundary Commission.

These operations have been responsible for enormous savings. The work for the Geological Survey, for example, has provided not only for the bringing up to date of maps made many years ago, but also for the mapping of entirely new sections. While the Air Corps is authorized to make a charge for part of the cost, its extensive research and the services of its personnel are direct contributions to the other departments.

Somewhat more unusual was the work of two photographic units during the eclipse of the sun on April 28, 1930. One operated near Reno, Nevada, in conjunction with Pomona College, and the other in western central California in cooperation with the Lick Observatory, making motion and still photographs of the eclipse. The authorities of Pomona College stated in effect that these photographs were invaluable as an aid in astronomical research.

The Air Corps has also shown a willingness to aid outside organizations in the development of their activities. From the photographic point of view, this included granting leave to Captain Albert W. Stevens to join the expedition of Dr. Alexander Hamilton Rice in exploring some of the hitherto unknown headwaters of branches of the Amazon River, and several years later to assist the National Geographic Society in exploration work in South America. Although he was not on the active list of the Army at the time, Captain Ashley C. McKinley, Chief Photographer for the Byrd Antarctic Expedition, was an Army trained photographer and a member of the Air Corps Reserve.

So great has been the demand of the Press for aerial photographs to illustrate news items and feature articles on the work of the Air Corps that each year

the Office of the Chief of the Air Corps in Washington issues many thousands of photographs for this purpose. These are all views of flight formations or other military subjects, for the Air Corps cannot distribute its photographs of non-military subjects unless they are to be used to illustrate an article on photography or aviation. This restriction is to avoid placing the Air Corps in competition with many aerial photographic concerns which are established for the purpose of making and selling aerial photographs.

Not only is the subject of aerial photography an interesting one, but it is a highly technical one to those engaged in it. The Air Corps maintains a photographic School at Chanute Field, Rantoul, Ill., for its officers and enlisted men. Annually the men graduated from this school are ready to command or take their place in any of the Photo Sections which carry on work for the Army Air Corps.

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DESIGNATION OF SPECIAL SERVICE SCHOOL AIR CORPS DETACHMENTS

The Secretary of War has directed that the Special Service School Air Corps Detachments be organized and designated as follows:

DETACHMENT	Officers	Men	Airplanes	Station	Assignment
Flight A, 16th Obs. Sqdn.	5	25	3	Langley Field, Virginia.	Coast Artillery School.
Flight B, 16th Obs. Sqdn.	5	25	3	Ft. Benning, Ga.	Infantry School.
Flight C, 16th Obs. Sqdn.	5	25	2	Ft. Bragg, N.C.	Ft. Bragg, NC
Flight D, 16th Obs. Sqdn.	5	25	3	Fort Riley, Kansas	Cavalry School.
Flight E, 16th Obs. Sqdn.	5	25	2	Fort Sill, Oklahoma	Field Artillery School.

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THE WORK OF THE ROCKWELL FIELD AIR DEPOT

During the month of November, 12 airplanes and 45 engines received complete major overhauls at the Rockwell Air Depot, Coronado, Calif.

A total of 4,252¼ man hours was expended in the shops of the Engineering Department of the Depot for the manufacture and repair of Air Corps equipment other than airplanes and engines.

Several airplanes, including P-12C's, BT-2B's and O-38's, as well as other types, have been coming through the Depot for minor work and mechanical checkup preparatory to being ferried to eastern stations.

Work was completed on the laying of the new steam lines from the boiler house to the engine repair building for use in connection with the operation of the Hobart industrial washing machine.

Work is also progressing on the installation of additional gas tanks at the test blocks for using domestic gasoline as well as ethylized gasoline in the block testing of engines.

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AIR CORPS RESERVES OF PENNSYLVANIA PILE UP FLYING TIME

Twenty-eight officers of the Air Corps Reserve, most of them members of the 324th Observation Squadron, in the Pittsburgh (Pennsylvania) District, had 449 hours of flying during the fiscal year ended June 30, 1930, according to a report by the Inspector of the Third Corps Area. The number of flying hours allotted to the Pittsburgh Air District for Reserve officer training during the fiscal year that will end June 30, 1931, is 350.

The commanding officer at the Pittsburgh Airport is 1st Lieut. Samuel C. Eaton, Jr., Air Corps. There are also three civilian mechanics and one Army Sergeant on duty at Rogers Field. Since no flight surgeon is on duty at this field, a medical officer from Wright Field, Dayton, Ohio, spends one week every six months in Pittsburgh, making physical examinations of Reserve officers who are entitled to fly. Lieut. Eaton had 91 hours of flying during the Fiscal Year 1930. There are four PT-1 Primary Training planes and two BT-2B Douglas planes at Rodgers Field. Lieut. Eaton cordially welcomes Air Corps visitors.

IMPROVED TYPE OF FLIGHT TUTOR AT BROOKS FIELD

There is now at the Primary Flying School at Brooks Field, San Antonio, Texas, an improved type Flight Tutor. Improvements in this machine include:

1. Lighter car to reduce the force of momentum;
2. A more equalized effect of the three-control surfaces;
3. A larger electric motor to give a stronger air stream;
4. A larger and more comfortable cockpit;
5. A system of electric brush contacts that will not overheat, and
6. An improved telephone system.

The purpose of the experiments with the Flight Tutor is to secure, if possible, a mechanical device which will determine to a large extent the aptitude of a candidate for flying training. In addition, it should educate the applicant in (1) familiarity with the unusual positions which an airplane is capable of assuming; (2) feeling the use and effect of controls, and (3) becoming accustomed to noise similar to that of a plane in flight.

More than forty graduates of the United States Military Academy, who reported at Brooks Field for primary flying training a short time ago, were booked for a course of instruction on the Flight Tutor. The first ride taken by a candidate is simply to accustom him to the machine and to the use of its controls, following which there are at least four more rides, viz: (1) Banks; (2) Gentle and Medium Banks; (3) Review, Climbing and Gliding turns; and (4) Acrobatics for unusual positions.

The principle of the Flight Tutor is to provide a mechanical device which will operate as nearly as possible like an airplane. The car is actuated by a three-bladed propeller, driven by a 20 horsepower motor which is placed in the nose of the car. The car is hinged at the nose and tail in a frame which is again hinged in the third dimension to a larger frame. The car, then, is actuated directly by the action of the air stream from the propeller on the control surfaces. These surfaces are similar to those of an airplane, consisting of ailerons, elevators and rudder. The control surfaces are operated exactly in the same manner as those of the general type of land planes. It can be placed in every position that a plane in flight can assume.

The fact that it is a mechanical device resting on the ground handicaps its operation as compared to an airplane in flight in several ways: First, it receives no sustentation from the air stream; second, its change in balance does not provide the same centrifugal force upon the pilot; third, gyroscopic action effects operation throughout flight, which is not true in an airplane while in flight. It is impossible to simulate maintenance of equilibrium of forces necessary in airplane control.

It was estimated that it would require at least a month to complete the proposed test on the new Flight Tutor. Each student was scheduled to receive at least an hour's actual time in the car, the hour to be divided into fifteen-minute rides.

It was proposed to make a study of each student in all phases indicative of aptitude toward the normal reception of flying training. Such phases include cerebration, coordination, synchronism, control touch, intelligence, and ability to progress normally. After the final ride, the ratings of each flight will be compared, and each student then will be judged according to his expected ability to complete the course of flying training, as now given at Brooks Field, using an average normal student as a basis of comparison. By comparing these ratings with the actual results of the class in its flying training, the true value of the Flight Tutor can be determined.

It is expected that the necessity of other improvements in the Flight Tutor will be brought to light in this service test. There is a possibility that the machine in its present stage may prove unsatisfactory, but the officials at Brooks Field express the hope that it constitutes a step in the right direction and that from it a machine can be developed which will materially aid the Air Corps in determining such students who will be able to complete the course in flying training successfully; and, further, that by its use the time now required for a student to reach the solo stage will be very much lessened.

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Several preliminary contracts for the new Wheeler Field are nearing completion, and construction of the new buildings will commence in January. The new Wheeler Field promises to become one of the finest stations in the Air Corps. It is located at Schofield Barracks, Honolulu, T.H.

V-6102, A.C.

HISTORY OF THE 14th PHOTO SECTION

The 14th Photographic Section was organized July 16, 1918, at Madison Barracks, New York, under authority contained in paragraph 2, Special Orders, No. 112, Headquarters Madison Barracks, New York.

On August 9, 1918, Second Lieutenant E.W. Snyder assumed command of the Section under authority contained in paragraph 4, Special Orders No. 131, Headquarters Madison Barracks, New York, dated August 9, 1918.

The Section left Madison Barracks, New York, August 25, 1918, and proceeded to Hoboken, New Jersey, from which port of embarkation it sailed on the Transport "Susquehanna" on August 30, 1918. Arrived at Brest (Finisteers), France, September 12, 1918, and marched to Postanezen Barracks, where it remained until September 20, 1918. After a brief stop at Saint Maxient (Deux Sevres), it arrived at Tours (Endre-et-Loire) on September 25, 1918. Departed on October 23, 1918, for station at Colombey-les-Belles (Meurthe-et-Moselle), arriving October 26, 1918. Left Colombey-les-Belles and arrived at Bethelainville (Meuse) on November 5, 1918. On November 6, 1918, the Section arrived at Souilly (Meuse) where it was attached to Headquarters, Air Service, First Army.

The Section left Souilly on April 9, 1919, and on May 16, 1919, it sailed from St. Nazaire (Loire Inferieure) on the Transport "Santa Rosa" and arrived at Philadelphia, Pa., May 30, 1919. It was demobilized at Camp Dix, New Jersey, June 1, 1919.

The Section is entitled to credit for battle participation in the Meuse-Argonne operation from November 6 to November 11, 1918.

The 14th Photo Section, Air Service, was organized January 23, 1920, at Langley Field, Va., under authority contained in Special Orders, No. 18, Headquarters Langley Field, Va., dated January 22, 1920.

During the year 1920, the Section was transferred from Langley Field, Va., to Pope Field, North Carolina, and from Pope Field to Mitchel Field, Long Island, New York, at which station it has remained until the present time.

In compliance with Circular No. 25, War Department, 1924, the 14th Photographic Section (which was demobilized at Camp Dix, New Jersey, June 1, 1919), was reconstituted and consolidated with the 14th Photo Section stationed at Mitchel Field, New York, the consolidated unit to retain the designation "14th Photo Section."

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FIRST WASHOUT OF P-12C AIRPLANE

The 17th Pursuit Squadron, Selfridge Field, Mich., recently suffered its first loss of one of the new P-12C's, when Lieut. Sterling met with bad luck on his cross-country to Edgewood Arsenal. Lieut. Sterling had been forced down because of weather on a Friday afternoon while still some miles short of his destination. He made the landing O.K., and decided to remain there for the night. The next morning after the fog had lifted, he took off but was unable to get over a mountain ridge, so he returned to the same field he had just left. He made the landing perfectly, according to reports, and had nearly stopped rolling when the tail skid seemed to hit a rock, which threw the ship on its back. Lieut. Sterling had the good fortune to escape with nothing more than a wrenched back. The ship was crated and shipped to Middletown, and Lieut. Sterling was back at Selfridge Field Monday morning, which was very fast and efficient work.

Practically all of the P-12C's of the 17th Pursuit Squadron have been fitted with ball-check carburetors which enables inverted flying. All officers now delight in flying on their back, doing slow rolls and in general getting the ship covered with oil.

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VOLCANIC ERUPTION OBSERVED FROM THE AIR

Major-General William Lassiter, the new Commander of the Hawaiian Department, inspected the 18th Pursuit Group, Wheeler Field, T.H., on November 17th, and on the 22nd flew to Hilo, Hawaii, in the Transport C-2, with an 18-ship escort. While in Hilo, the flight personnel visited Halemaumau Crater, then in eruption. "Madame Pele" was putting on one of her best exhibitions. A fountain of molten lava played continuously in the bottom of the fire pit to a height of from two to three hundred feet.

PHOTO SECTION COMMENDED FOR FINE WORK
By the Scott Field Correspondent

While no records are claimed, the 5th Photo Section at Scott Field believes that the cost per square mile of a recent project for the Department of Geological Survey will compare favorably with other projects of a similar nature that have been done by the Air Corps this year. The project comprised about three 15-minute quadrangles in Missouri located just west of St. Louis, and with the Missouri River as the northern boundary. The area included was about 670 square miles and the total cost to the Geological Survey is $1.454 per square mile.

Not only is the 5th Photo Section proud of this cost record, but the quality of the work turned out was exceptionally good. In a recent letter from George O. Smith, Director of the Geological Survey, comment is made on this feature of the work. Mr. Smith, after commenting on the fact that a check of all the prints sent in of the DeSoto and O'Fallon quadrangles in Missouri shows that the work is complete, adds this closing remark -

"All photographs contained in both shipments are of such fine quality that it is a pleasure to so inform you."

This project was flown by the Section Commander, 2nd Lieut. Herman F. Woolard, with Master Sergeant Wilbur R. Rhodes as photographer. The total time in the air for the project was exactly 20 hours, this time being divided into approximately four 5-hour flights. The flights were made at 12,000 feet, in order to get the scale desired by the Geological Survey, and only two short strips had to be rephotographed, this work being done in connection with the final day's work.

Two new items of photographic equipment contributed greatly to the success of this project, one being the YF-1 photographic plane and the other the new experimental type D-2 altimeter. With the new photographic plane which enables the pilot and his photographer to work comfortably inside a closed cabin and to converse freely and keep in close touch with each other, many of the difficulties of former days have been eliminated. The performance of this plane in the matter of stability makes it far superior to any other service type airplane for photographic work. The new altimeter, while an expensive item of equipment, seems to have filled a long felt want for the photographic teams. It was possible to keep an almost constant altitude with this sensitive instrument which makes it possible for the pilot to read his variations in altitude to within five feet.

In making flights on this project of 20 miles in length, Lieut. Woolard was able to keep the altitude of the plane so constant that the variation in altitude could not be measured on the photograph, and on many of the strips the actual variation was about 20 feet.

Lieut. Woolard believes that this altimeter is the biggest advance in this type of instrument that has ever been made and that it will result in an appreciable increase in the accuracy of photographic mapping.

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AN AIR-MINDED BETTER HALF

According to reports, Mrs. E. C. Shankle, wife of Lieut. "Dutch" Shankle, Operations Officer of Fort Sill, Oklahoma, is quite air-minded, as evidenced by the fact that she owns and flies a Lockheed Sirius low wing monoplane, similar to the type now used by Colonel Charles A. Lindbergh. Mrs. Shankle, it is stated, learned to fly while her husband was stationed at Boston, Mass., as Officer in Charge of National Guard aviation activities in New England; also that she took further training under her husband at a private flying field. Reports have it that she owns two planes.

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AIR CORPS MERCY SHIP STILL ON THE JOB

Kelly Field's ambulance ship was recently dispatched to Brownsville, Texas, to transport the daughter of a prominent banker and city official of that city to San Antonio for treatment at one of the local hospitals. Twenty minutes after the wire was received requesting aid, the ship took off, piloted by Master Sergeant Bernard Wallace, Air Corps.

ADDITIONAL BUILDINGS FOR TEXAS NATIONAL GUARD AIR UNIT

The 36th Division Aviation, Texas National Guard, located at Houston, Texas, is pleased to announce that the Houston Chamber of Commerce has recently acted favorably in securing for the organization several additional buildings, namely, a photographic laboratory, radio building, garage and a new hangar.

When completed, the buildings available for the 36th Division Aviation will consist of three hangars, an administration building, photographic laboratory, radio building, five dwelling houses, a storeroom and a garage.

At Camp John A. Hulen, Palacios, Texas, where the squadron goes into training each summer, it has an administration building, a mess hall and clubroom for the officer personnel and a similar one for the enlisted personnel, also storerooms and toilet facilities. Good company streets are laid out and permanent concrete floors have been laid for the tents.

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SPEEDING UP CRANKING OF AIRPLANE ENGINES

Much interest is being centered in a uinque apparatus, an "external energizer," so called, just received at the Primary Flying School, Brooks Field, San Antonio, Texas, from the Air Corps Materiel Division. This energizer is being used in cranking airplanes not equipped with electric starters. It attaches directly, from an electric outlet installed on the airdrome (by the same principle as an electric iron is operated) to the crank fitting of the hand inertia starter. The energizer can be operated by one man, and materially accelerates the starting of a plane without the output of undue physical exertion necessary with the use of the hand crank.

The News Letter Correspondent expresses the hope that the new equipment will prove of such satisfaction that the old method of hand cranking can be dispensed with.

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94th PURSUITERS GATHER CONSIDERABLE FLYING TIME

The Scribe of the 94th Pursuit Squadron, Selfridge Field, submitting a record of the flying time of the airplanes assigned to that organization, states that the first of the eighteen P-12's were accepted for delivery on March 17, 1930, and the last were delivered by April 30th. From March 17th to November 18th, these eighteen planes were flown for a total of 6,433 hours and 45 minutes, making an average of over 804 hours per month and an average of over 50 hours per airplane per month. This time was not flown by the 94th Squadron alone, as they furnished airplanes for other organizations to fly, but the burden of maintenance fell to the lot of the soldiers of this organization.

The Scribe is of the opinion that this record of flying time for this period will not be exceeded by any Pursuit organization in the Air Corps.

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RETIREMENT OF TECHNICAL SERGEANT WALTER A. HAGAR

In General Orders, No. 26, Headquarters, Brooks Field, Texas, dated November 30, 1930, is noted the retirement of an Air Corps veteran, Technical Sergeant Walter A. Hagar, of the 51st School Squadron. Sergeant Hagar has experienced a long and varied career, in which he has served with honor to himself and satisfaction to the service. The following commendatory remarks are incorporated in the above mentioned orders:

"Technical Sergeant Hagar represents the highest type of soldier. His untiring energy and zeal in the performance of his many and varied duties has been marked. Seven of the discharges which Technical Sergeant Hagar received from prior enlistments in the service are inscribed - 'Character Excellent.'"

The Brooks Field Correspondent states - "It is with the greatest regret that this command bids Sergeant Hagar farewell, and he takes with him the wish that he shall see many years of prosperity and happiness."

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Major H.H.C. Richards, Air Corps, has been appointed Assistant Commandant of the Air Corps Primary Flying School at Brooks Field, Texas.

THE FIRST NON-STOP FLIGHT FROM NEW YORK TO PANAMA
By the France Field Correspondent

Again France Field was the scene of another record flight when Captain Roy W. Ammel touched the wheels of his low-winged Lockheed monoplane "Blue Flash" on the France Field landing field, completing the first non-stop flight on record between New York and Panama. The flight was made in a little over 24 hours, with the plane bucking a head wind that enabled Captain Frank M. Hawks to break the standing record between Havana and New York.

Of the 2700 miles of flight between Barren Island, New York, where Captain Ammel took off, and France Field, 1400 miles is over water, and the pilot tells an interesting story of his trip.

"I had an ungodly time getting off from Barren Island, but not as hard a time as the newspapers described. After getting into the air, I found my course and passed over Washington, Richmond, Atlanta, Jacksonville and left the States at Miami. I know that I passed over Cuba at Matanzas, and I say I know because Matanzas was the first town that appeared clearly after I left the coast of the United States. I experienced bad weather, including rains most of the way and head winds all of the way, from the time I left New York until I arrived at France Field. My course should have brought me over the Isle of Pines, but the clouds were so thick that I failed to see the Isles.

"Sleepy?" The Captain laughed. "I fell asleep twice. One time there was no harm done. The second time I awoke just in time to clear a row of palm trees somewhere along the Nicaraguan coast. France Field sure looked good."

Lieut.-Colonel James A. Mars, Major Edwin B. Lyon, and other Air Corps officers were on hand to greet Captain Ammel upon the termination of his successful flight.

But fate rode the wings of the "Blue Flash." The day of the return flight it was found that the oil tank was leaking. Repairs were necessary. From the time of the arrival, the plane had been in charge of a commercial organization. When it was found necessary to disassemble the plane in order to reach the defective oil tank, the mechanics of the 25th Bombardment Squadron, through Lieut. James A. Healy, pitched in and corrected the difficulty.

After sixteen hours' work, in which the plane had been completely disassembled and reassembled, Captain Ammel took off for Anton where he was to take on his supply of gasoline and oil for the return trip to the States.

The motor revved to satisfaction, the blocks pulled and the "Blue Flash" was off, carrying Captain Ammel, 710 gallons of gasoline, forty gallons of oil and the luck that brought him down here - but - on the take-off the plane appeared to lack rudder surface inasmuch as it swayed from side to side. About the time the ship gained flying speed and was under control, a mud hole loomed ahead which washed out the right wheel of the landing gear. A cloud of dust - and the "Blue Flash" was a mass of wreckage.

Master Sergeant Tate, who had been commended for his act by Lieut.-Colonel Mars, was the first to reach the plane. Despite the fact that he was facing the explosion of the fuel tanks, he tore away the side of the plane and rescued the pilot.

"I guess I am lucky," Captain Ammel said, "because I meant to cut the switch, but before I could do it, everything was all over."

At Gorgas Hospital, Captain Ammel was found to be suffering from nothing more serious than contusions and shock. He is planning the reconstruction of the "Blue Flash" and a flight to Europe.

"Plenty of stomach, that bird has," Mechanic Hunter was heard to remark, and Hunter was the one who held him in his arms during the trip to the hospital. "Both he and I thought his neck was broken, and all he did was laugh and ask for a cigarette - but he did squeal every time his position was shifted."

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NEW ORGANIZATIONS AT WHEELER FIELD, HAWAII

With the organization of the 26th Attack Squadron and the 75th Service Squadron in September, the 18th Pursuit Group, stationed at Wheeler Field, T.H., has become a four-squadron outfit. Old timers at Wheeler Field would not recognize the place. The new squadrons are quartered in framed tents at each end of the hangar line, with frame mess halls and bath houses. The past month was one continuous fatigue party, as all hands have turned out to help the new squadrons get settled.

THE MASON M. PATRICK TROPHY RACE
By Phil Richardson

This year the Major General Mason M. Patrick Trophy Race was held at the home station of the Third Attack Group, Fort Crockett, Galveston, Texas. This was the first time since its start in 1928 that the race has been held at home. The previous two years it had been a regular feature at the National Air Races. Despite the improvement in planes, the speed of 140.2 M.P.H., attained by Lieut. Ivan M. Palmer in 1929, still holds the record for this speed classic. Lieut. Lawrence C. Westley, 90th Attack Squadron, won this year's race with a high average speed of 135.6 M.P.H.

Nineteen pilots were chosen for this year's race, which was held over a 60-mile course instead of the regular 120-mile course, in order to reduce the wear and tear on the motors. Accurate check later placed the true distance of the course at 54.548 miles.

The entire race was clouded by the very unfortunate death of Lieut. Al. N. Booth, 8th Attack Squadron, whose plane crashed on the afternoon of the first trial runs at Number 3 pylon just after he made the turn. Lieut. Booth's passenger, Private Ed. Lewis, also of the 8th Squadron, escaped without serious injury. Lieut. John B. Bell took Lieut. Booth's place in the race.

The day of the race, November 22nd, dawned with a 38-mile wind out of the north, interspersed with dashes of cold rain. The two scheduled parachute jumps were called off, but otherwise the program went on as scheduled. The planes from Kelly Field, Dodd Field, Fort Sill and other points arrived during the morning, with the exception of the Bombers who were unable to come on account of bad flying weather.

The crowd gathered early and was immediately attracted by various exhibits placed about the hangars. Without doubt, this display was one of the most important affairs of the day. It answered the questions of the layman and delighted the expert with its completeness.

At 1:30 p.m., the Observation planes cleared the airdrome and were immediately followed by the Pursuiters. Coming behind them were the Third Attack Group planes in a 27-plane formation. These events were followed by exhibitions of formation flying, with honors for tight formation going to the Observation planes.

As the last event on the program before the race, the Pursuit pilots put on as daring an exhibition of stunt flying as has ever been seen at Fort Crockett or points nearby. The three pilots, Captain Joe Cannon, Lieuts. L.S. Smith and Russell Keillor did everything but an outside loop and an inverted falling leaf. They probably would have performed those two maneuvers if the ceiling had not been so low and the surrounding atmosphere so soupy.

As the time for the race drew near, the Attack pilots who were not in the race separated from their formation and landed. The remaining nineteen planes circled overhead, maneuvering to get their correct position. They finally went into a Lufbery Circle out of which they started for the first pylon, led by Major Davenport Johnson, Commanding Officer of the Group and one of the participants in the race. They were all at an altitude of about 500 feet. When in line with the first pylon, Major Johnson made a 180 degree turn and went into a power dive straight for the pylon. As he flashed by the timers caught him and the great race was on.

There was a huge crowd near each pylon, but although they were well out of danger their view was not obstructed. Thrills galore were furnished the crowd as two or more planes would attempt a turn at the same time. The dexterity of the pilots in keeping their positions at such times was amazing. Just as the last plane thundered across the finish line a heavy rain began to fall.

A check of timers' watches revealed Lieut. Lawrence C. Westley, 90th Attack Squadron, as the winner with a high average speed of 135.6 miles per hour. His crew chief was Corporal Harry Jones. The second best time was 135.3 m.p.h., and was made by Lieut. Carl E. Recknagel, also of the 90th Squadron. His passenger was Private John York. Third place went to Lieut. Tut Imlay, 60th Service Squadron, who had a high average speed of 135.2 m.p.h. His crew chief was Private Carl Sanders.

That evening a banquet was held at the Buccaneer Hotel in honor of the winning pilots. The award of the Major General Mason M. Patrick was made by Major Davenport Johnson. This Trophy was presented to the Third Attack Group pilots, to be competed for each year by the Group pilots. The Hon. F. Trubee

Davison, Assistant Secretary of War for Aeronautics, is the donor of this Trophy.

Additional trophies were presented by the Service News and the Houston Chamber of Commerce. Lieut. Reclmagel, runner-up in the race, was presented with a small silver trophy by the Houston Chamber of Commerce, while Lieut. R.L. Easton, who brought up the rear, won the special trophy for that place. This honor was won by Major John H. Jouett last year at Cleveland, where he so jealously guarded the rear. Lieut. Westley won additional honors when Major Johnson revealed that he had chosen him prior to the race for the Galveston Cup, given in recognition of the most outstanding achievement in the Group this year.

Besides Brigadier-General Danforth, the list of notables present at the race included Majors Martin, Ocker, Captains Cannon, DeFord, Lieut. Lawson, winner of the Mitchell Trophy in 1936, and Lieut. Palmer, winner of the Patrick Trophy last year as well as high speed man. A large number of local civic leaders and their ladies attended the banquet, which was followed by a Military Ball at which Major Johnson and the Third Attack Group officers were hosts.

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SHARP SHOOTING ON THE PACIFIC COAST

"It's open season on bullseyes!" says the Rockwell Field Correspondent, and he then goes on to say that the sixteen officers of the 11th Bombardment Squadron, who competed for honors during the record bombing period just finished, have set a mark for other units in the Air Corps to gaze upon with envy.

The highest score and, incidentally, the best ever officially recorded at this Southern California field went to Lieut. Will Tunner, with Lieut. Wm. Groen, Jr., as pilot. The latter, by the way, is a Reserve officer on extended active duty at Rockwell Field. Believe it or not, in the words of our Correspondent, these invincibles scored 1946 out of a possible 2,000 points. Lieut. Howard G. Bunker with Lieut. James A. Ronin (Reserve) as chauffeur, made an 1887. Four other teams stood above 1800, as follows:

Bomber	Pilot	Score
2nd Lt. Harold W. Bowman	2nd Lt. Robert K. Urban	1841
1st Lt. Frederick P. Kenny	2nd Lt. Ivan L. Farman	1827
2nd Lt. Lloyd H. Watnee	2nd Lt. Donald R. Lyon	1823
2nd Lt. Wm. Groen (Res.)	2nd Lt. Wm. Tunner	1802

Two "possibles" were made at 5,000 feet. Lieut. Ivan L. Farman, with Lieut. John Kenny as pilot, dropped all five bombs in the circle for their cross-wind record. Not satisfied with a mere perfect score, Lieut. Urban, with Lieut. Hal Bowman at the wheel, put his sighting shot and both spares.

The average for the sixteen bombing teams in the Squadron was 1745. Only one team in the Squadron failed to make the coveted "expert" rating.

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THE BUILDING PROGRAM AT SCOTT FIELD

Scott Field, Belleville, Ill., soon expects to see the beginning of the building program. Thus far this field has not been on the list for any of the building in connection with the army housing program, but with the final approval of the layout for this station and the availability of money for one barracks and one set of noncommissioned officers quarters, it is expected that the start will be made soon. Captain Elenius Berg, Quartermaster, has requested bids on these two buildings, and they will be opened on December 19th. Provided the bids comply with the various specifications, it is expected the contract can be approved early in January and the actual work started soon after. The first barracks is to go on the site now occupied by the Ninth Airship Company barracks, and it will be necessary to move the company into temporary quarters. There is only one old barracks building available for this purpose and that is now being used by the 5th Photo Section and the second platoon of the 15th Observation Squadron, but it is expected that with a little crowding and the elimination of day rooms the necessary room can be found. Lieut. Eugene W. Lewis, Q.M.C., is under orders to report at Scott Field and will take over the Construction Quartermaster work upon his arrival.

WARRANT OFFICER SCOTT TO GO ON RETIRED LIST

The many friends of Warrant Officer George Scott, better known as "Scotty," will be interested to know that on December 1, 1930, he went on four months' leave prior to retiring from active service April 1, 1931.

"Scotty" is a well known figure at Rockwell Field and to the Army Air Corps in general, and many will recall his warm, glad smile for old friends as well as new, and he counts among his many friends commissioned, enlisted and civilian personnel.

He enlisted in the Signal Corps, February, 1901, and continued in the military service since that time. On February 15, 1918, he accepted a commission as Captain, Air Service, and was honorably discharged December 30, 1920, to accept appointment as a Warrant Officer. He still holds his commission as Captain, Air Corps Reserve.

"Scotty" has been a well known figure at Rockwell Field over ten years. He first came to that field in December, 1914, remaining there until 1918, when he was ordered to Washington for duty in the Chief's office, remaining there until 1920, when he returned to Rockwell Field. Since that time he has served as Chief Clerk of the Engineering Department of the Rockwell Air Depot.

During his "pre-retirement" period, Scott is living at his residence at 121 East Lewis Street, San Diego, Calif., and he will be glad to see any of his friends at any time.

The good will and wishes of Rockwell Field and Rockwell Air Depot personnel go with "Scotty" and our Correspondent "hopes that from time to time he will pay us a visit."

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AIRMEN COOPERATE WITH CAVALRYMEN

The 16th Observation Squadron, Marshall Field, Fort Riley, Kansas, cooperating with the Cavalrymen at that post, have been carrying out some very interesting problems. Recently, three planes from this Squadron were in the air, cooperating with the Artillery and Cavalry. The purpose of the problem was to determine the effect of aircraft fire on advancing Cavalry troops. Some very interesting data was obtained from this problem.

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TRAINING AT CRISSY FIELD, CALIF.

Training season at Crissy Field, Presidio of San Francisco, Calif., opened on October 6th, with Lieut. J.C. Upston, the Field Operations Officer, in charge, and with an attendance of 30 officers.

The training consists of tactical missions in the morning and ground school in the afternoon. The man hours on tactical and cooperative missions since the training has begun are over 3,000, of which 250 hours are night flying, constituting searchlight tracking and night formations. The missions consist of coast patrol flying, which extends up and down the coast from Crissy Field approximately 200 miles. The planes are equipped with radio, and two-way communication is almost continuous during the entire period of each mission. The distance the personnel were able to reach thus far this year is 350 miles, which was made during a test by Lieuts. Brown and Smith of the 91st Observation Squadron. Communication was established at a point between Bakersfield, Calif., and Los Angeles, Calif., which measured on the map from Crissy Field a distance of 350 miles. Messages were sent and received during the rest of the trip from this point. It is believed by Lieut. Smith that he can still reach a greater range with favorable atmospheric conditions.

All of the Observation planes on these missions were also equipped with cameras, so that the observers might familiarize themselves with the operations of the new types of cameras that are being produced for the various types of photography. Up to the present time the Crissy Field airmen have taken 325 obliques, 85 pinpoints and 23 reconnaissance strips.

Two ground school courses were completed up to this time. The first course was military law, with Captain Kraus as instructor. "He was such a thorough instructor," says the Crissy Field Correspondent, "that some of us thick-headed ones even got through the course." The course was brought to

a climax by a mock trial in which Lieut. Kirby was brought to trial with several charges. Needless to say, he was found guilty of all charges and was given the maximum sentence in each case. Lieut. E.B. Bobzien gave the photographic course, and he insists that all of the students by this time are experts. The course was divided into two parts; first, the practical operation of cameras; and the second comprised several hours on the making of mosaic maps.

Continuing throughout the period of the school is also a very intensive course in radio; that is, all of those who are attending the classes think it is pretty stiff, because every time the students see Lieut. Smith he seems to have some new sort of diagram and insists on explaining it. All of the members of the class at the present time are able to send and receive from 15 to 20 words a minute, and Lieut. Smith seems to be very much satisfied with the results - that is, so far; no one having any idea as to what he will next spring on the class.

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GOOD SHOOTING BY PURSUITERS IN HAWAII

The 18th Pursuit Group, stationed at Wheeler Field, Schofield Barracks, T.H., recently completed its gunnery course, and, out of 25 officers firing, 20 qualified as Experts. Lieut. Hoyt S. Vandenberg was first with 1276, followed by Lieut. Reuben C. Moffat with 1257. The flying time of the Group for October -- 670 hours - set a new high mark for Wheeler Field. When the 26th Attack Squadron becomes officered, it is expected that this flying time will be largely increased.

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WAR DEPARTMENT ORDERS AFFECTING AIR CORPS OFFICERS

Changes of Station: 1st Lieut. Charles A. Horn, upon completion of tour of duty in Panama, to Little Rock, Ark., for duty as Instructor, Ark. N.G.

1st Lieut. James M. Fitzmaurice, upon completion of tour of duty in Panama, to Air Corps Training Center, Duncan Field, Texas.

Captain Arthur W. Brock from Philippines to Office Chief of Air Corps.

Reserve Officers ordered to extended active duty to June 30, 1931 - To Fort Crockett, Texas: 2nd Lieuts. Paul Waterman, of San Antonio, from Dec. 2nd; Frank B. Stuart, San Antonio, from Jan. 2nd - To Maxwell Field, Ala.: 2nd Lieuts. Wilmer E. Hall, Florence, Ala., from January 4th; Albert I. Patrick, Mobile, Ala., from January 2nd - To Rockwell Field, Calif.: 2nd Lieuts. Wm. Marion Campbell, Marion, Kansas, from Feb. 2nd; Egbert C. Cook, Hollywood, Calif., from Jan. 25th; Dan McGrew Medler, Seattle, Wash., from Dec. 29th; Otis B. Crawford, San Fernando, Calif., from Jan. 16th; - To Pope Field, N.C.: 2nd Lieuts. Charles F. Carter, Jacksonville, Fla., from Jan. 4th; W. Hill Snyder, Columbia, S.C., from Jan. 4th - To Langley Field: 2nd Lieut. James Nathan Peyton, Sheridan, Ill., from Feb. 2nd - To Selfridge Field: 2nd Lieuts. Murl Estes, Logan, Mo., from Jan. 2nd; Charles F. Scott, Jr., Farmingdale, L.I., N.Y., from Jan. 2nd; To Dodd Field, Texas: 2nd Lieut. Everett L. Edmondson, Chicago, Ill., from Jan. 2nd - To Selfridge Field, (From Jan. 2 to May 15, 1931): 2nd Lieut. Sheldon B. Yoder, Almont, Mich.

Relieved from detail to the Air Corps: 2nd Lieut. Winfield W. Sisson to 3rd Field Artillery, Fort Benjamin Harrison, Ind.

2nd Lieut. Arthur C. Peterson to 62nd Coast Artillery, Fort Totten, N.Y.

Resignation: 2nd Lieut. Robert Lyle Brookings.

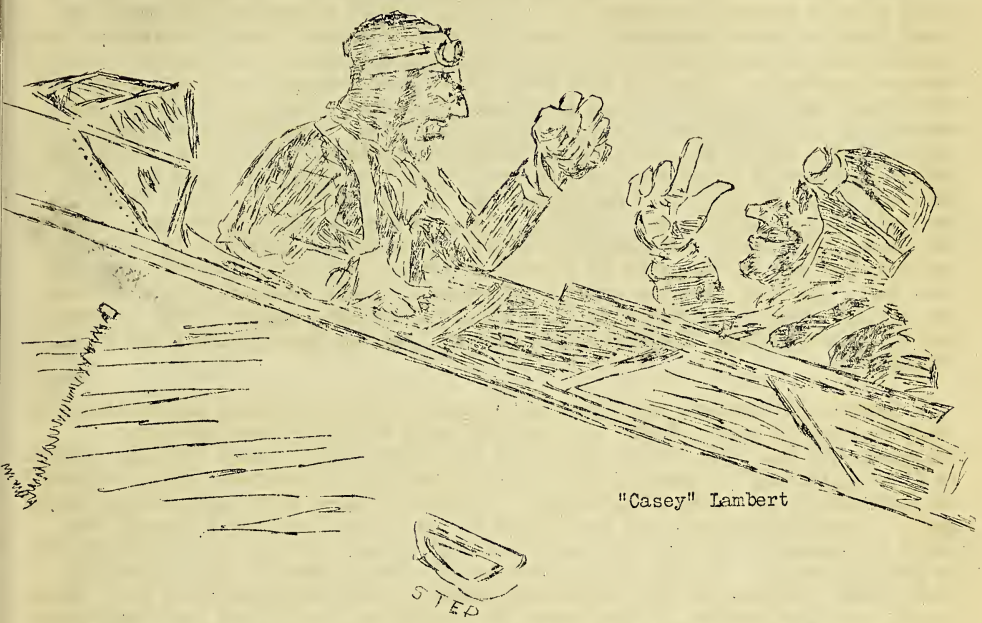
Promotions: To rank from December 1, 1930 - To grade of Captain - 1st Lieuts. Isaiah Davies, Arthur W. Vanaman, Franklin O. Carroll, Frederick W. Evans; To 1st Lieut.: 2nd Lieut. Clifford P. Bradley.

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PHOTOMETRIC TUNNEL AT WRIGHT FIELD

A photometric tunnel is in the course of construction at the Materiel Division, Wright Field, O. When completed it will be 260 feet long, dust proof, and will use the most modern photometric equipment available. A Curtiss hydraulic lift is being installed to carry any lights, from the smallest landing light to the large landing field floodlights. This tunnel will be completed by approximately January 1, 1931.

THE RETORT COURTEOUS



"Casey" Lambert

The flying mission had been a complete "flop," and the pilot was in no happy frame of mind. Whirling around and shaking his fist at the occupant of the rear seat, he snarled: "What's dumber than a dumb observer?"

"A smart pilot," returned the observer, sweetly.

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COLONEL CLAGETT MAKES SUCCESSFUL BLIND FLYING TRIP

Lieut.-Colonel H.B. Clagett, Commanding Officer of the Primary Flying School, Brooks Field, San Antonio, Texas, recently accomplished successfully his first "blind flying" bombing mission, when he flew to Campbellton, Texas, a distance of about 35 miles from Brooks Field, and returned.

Colonel Clagett had made the requisite preparations for the trip by first having charted his course according to navigation principles and, although accompanied by a "safety pilot" - Lieut. S.A. Gilkey, of Brooks Field - proved himself so adept in the new venture that he performed his mission entirely unaided either by his pilot or by radio controlling devices in the plane.

A "blind flying" bombing mission, one performed by the pilot while under the customary "covered hood," is explained by Lieut. Carl Crane, director of the new method of flying at Brooks Field, to be a bombing mission accomplished in weather conditions approaching dense fogs or low visibility.

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GERMAN OFFICER FIGURES IN LONG CROSS-COUNTRY TRIP

Lieut. Lewis A. Dayton, Adjutant of Brooks Field, Texas, and Captain Gerd con Massow, of the German Army, a student in the Air Corps Primary Flying School, recently returned from a delightful trip to Santa Monica, Calif., where Lieut. Dayton procured a BT-2B airplane for Brooks Field. Captain von Massow was Lieut. Dayton's passenger. It may be stated in passing that during the Captain's visit in Hollywood, Calif., about three-fourths of the place burned to the ground.

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Captain Morris Berman recently reported at the Primary Flying School at Brooks Field and was appointed Supply Officer of the 11th School Group, relieving 1st Lieut. O.L. Rogers, who is now commanding officer of the newly organized 58th Service Squadron.

CADET DOINGS AT THE BROOKS FIELD FLYING SCHOOL
By the Brooks Field Correspondent

Any officer who has achieved his commission by the road through Brooks Field will be inclined to agree that there is no more outrageous playground of rumor than the Cadet barracks. Commonly termed "barracks flying", unfounded speculation runs rampant, and through repetition and conviction often takes on some color of authority. Prior to last week, the rumors causing really major discussion among the Cadets were those concerning Christmas vacation, and those concerning the so-called new policy in regard to flying. No Cadet knew anything about either, but it was heatedly and variously declared that we would have two weeks' vacation at Christmas; that we would have four days; and that we would have one hour off for Christmas dinner. As to the "new flying policy," the settled Cadet conviction was apparently that "washouts" would henceforth be exceptional. Last week, however, successfully quashed both rumors. It was announced that the Cadets would be allowed to absent themselves from the Post for nine days, granting that the weather continues at least reasonably fair between now and the 24th of December, on which date the vacation starts - and, approximately sixteen Cadets, including both classes, met the Faculty Board and were eliminated.

Speaking of rumors, last week saw at least a mild agitation concerning a new proposed Cadet Annual. Credit for the idea goes to Upper Class Cadet Ben Thompson, who has even gone so far as to interview some friendly business experts on the possibility of advertising, if the Annual should receive official approval and ever reach the stage of actuality. Apparently there have been Annuals in the past. Your Correspondent has seen three of them issued by former Cadets, one quite an impressive volume, and another - its predecessor - an average-sized one as such things go. The third was a very thin Annual, indeed. As a matter of fact, Cadet projects of this nature can scarcely be called Annuals at all. Heretofore they have generally been issued semi-annually, and in one year there were even three, although the advertisers almost broke down at this point. Inasmuch as Bob Robinson's "Kaydet" is practically the sole summary of Cadet activities at this time, opinion around the barracks last week was at least tentatively in favor of the proposed "Annual."

Cadets, no less than Napoleon's Army, live to a certain extent for their stomachs, hence the new Mess Sergeant - Alexander by name - has assumed a position of no mean importance. He replaces Sergeant Morris, who had worked the meals up to such a peak of profuseness and savor as to even capture the approval of Cadets' mothers. Sergeant Morris is now in charge of the Supply Room. Sergeant Hagan, the famed "Eagle-Eye," whose position Sergeant Morris now fills, has secured a seventy-five day furlough and departed for some distant part or other where he is at least temporarily secure from Cadet demands.

Coincident with the departure of "Eagle Eye," however, Cadets were insisting upon the truth of an anecdote concerning that very gentleman. Apparently it has often been said in Eagle Eye's" behalf that, though his mien may be forbidding and his approach upon life somewhat suspicious, at heart he has, and has always had, something approaching affection for Cadets,- for all Cadets, past and present just because of their Cadet status. An officer who graduated from Brooks and Kelly a number of years ago happened to overhear a number of Cadets pay the above tribute, and suggested that one of the Cadets mention, in front of "Eagle Eye," that he - the officer referred to - was to be the next officer in charge of supplies. This was to be a sort of test for "Eagle Eye's" soft heart and forgivin nature. At any rate, the officer's suggestion was carried out, and the result was said to indicate that "Eagle Eye's" affection for all Cadets, like the reports of Mark Twain's death, has been greatly exaggerated.

Upper-Class Cadets, one day last week, looked with an appraising eye at a rather strong, gusty northwest wind which would, and did, necessitate their landin cross-wind in order to keep parallel to the hangar line. There were no mishaps that day on B-stage. On A-stage, however, the gods seemed to conspire against lower-classmen, already silently fearful of twenty-hour checks. PT's landed continually in a series of graceful leaps and bounds; one hit a fence, another turned over in the south corner of the field, a Fleet ended up inverted in front of the

hangar line. Kratky, Witter, Campbell, Valentine and Mays are said to have been the lower classmen recently guilty of landing in what might be termed an unorthodox manner. From B-stage the spectacle of P-T and Fleet tails going over and the result disappearing behind a knoll is really something worth while. Upper classmen just can hardly wait for another windy day.

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A SPORTSMEN'S PARADISE

Matagorda Island, leased by the Government to Brooks Field, is quite the most popular place visited by officers from that field. The reason is easily apparent, since the Island approaches the ideal as a perfect sportsman's paradise, offering a plentitude of deer and wild duck in season, and mackerel, red fish, trout, tarpon and other good fishing almost the entire year round. Wolves run rampant on the Island, and Lieut. G R. Atkinson, of Brooks Field, and others proudly display photographs of giant sharks which have formed a part of their "catches."

The Island, up until a few years ago, was utilized by the United States Coast Guard Service, and the station proper, a picturesque wooden two-storied building, is almost completely surrounded by great hills of blown sand. This and a lighthouse still in operation by the Service, are the sole structures on the Island.

The weather-beaten lodge, according to Lieut. B.A. Bridget, gives little exterior indication of the "solid comforts" obtainable within, such as a fine kitchen, good cooks and plenty to eat. The upper story of the house is divided into a combination of dining room and kitchen, and a lounging and smoking compartment, in which last is the popular radio, and also the not quite so popular billiard table - a bequest of the late tenants - which, according to the officers, to play upon invites as much of one's ingenuity as when attempting to demonstrate his skill in the intricacies of the miniature golf course. A generator lighting system has been added, and two watersheds - rai water being the only kind at present procurable.

Officers of Brooks Field are glad to share the pleasures of the lodge with their fellow officers, and traffic to the Island is continuous. Colonel A.G. Fisher, Air Officer of the 8th Corps Area, and Major William C. Ocker, of Kelly Field, were recent guests, and were loud in their praises of the excellent shooting, having obtained their quota of birds before nine o'clock of the first morning they went out.

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CRASH VICTIMS SHOW IMPROVEMENT

The condition of Major Reginald Ducat and 1st Lieut. Bernard S. Thompson has been reported as 'much improved." Major Ducat, a Medical officer, and Lieut. Thompson, Engineering Officer, Kelly Field, were injured when the plane in which they were flying crashed at LaPryor, Texas, after the motor had evidently cut out and forced them to land. In landing, they were forced to alight on newly plowed ground, which caused the plane to nose and then skid. Both officers were severely cut about the face ans suffered injuries to the back.

Lieut. T.S. Olds, Pilot, with Major E.F. Harrison, Surgeon, departed from Kelly Field in the Ambulance plane as soon as the news of the crash reached the field. Lieut. Olds was highly commended on the excellent piloting of the relief ship, as he was forced to land at a dangerous spot with nothing to aid his landing in the darkness except bonfires the people in the vicinity of the accident had built to guide the pilot to the spot.

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Readers of the News Letter are informed that mimeographed pamphlets on the subject of "Aerial Photographic Activities of the Army Air Corps," which forms the leading article in this issue of the News Letter, are available for distribution. Those desiring same should address the Publications Section of the Air Corps Information Division, and should call for U-Stencil No. 988.

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The Editor bewails the fact that no contributions to the News Letter have been received lately from Langley Field, Chanute Field, Kelly Field, Mitchel Field and Boston Airport. Also, how about some news from Mather Field?

Publicity officers at these stations, it is hoped, will turn over a new leaf with the New Year.

18th Pursuit Group, Schofield Barracks, T.H., Dec. 3, 1930.

Colonel Gerald C. Brant, A.C., arrived Nov. 27th to become Department Air Officer, relieving our C.O., who has been on that job for four months, "in addition, etc." Major Wash was heard to remark that "relieving" was the right word.

Commanding the newly organized 26th Attack and 75th Service Squadrons are Lieuts. Nathan F. Twining and George P. Tourtellot, respectively. Lieut. Robt. H. Finley joined us from Luke Field and promptly became Group Adjutant. Lieut. John H. Dulligan was also pried loose from Luke Field and is now an enthusiastic Pursuiter in the 6th Squadron.

The following officers joined the Group in November: 2nd Lieuts. George C. Baker, Theodore G. Kershaw, Jr., Weldon E. Rhoades, Don K. Sheets and William R. Graham. Two of the old timers, Lieuts. Clarence E. Crumrine and Reuben C. Moffat, left on the October boat.

Fort Sill, Oklahoma, December 4th.

Post Field was honored on November 24th by a visit from Major-General Stephen O. Fuqua, Chief of Infantry. Captain L.P. Hickey flew to El Reno, Okla., to get General Fuqua, and was escorted by a three-ship formation, piloted by Lieuts. D.E. Whitten, J. Will Campbell and Joe C. Britten.

On November 16th, General Von Blomberg, German Army, and Colonel Von Kueblenphal, German Army, made a short visit at Post Field. Major L.H. Brereton, Commanding Officer of Air Corps Troops, escorted the German celebrities on a tour of the post, giving them a detailed explanation of the parachute department which, presumably, was their chief interest.

Parachutes seem to have taken on new interest among both the officers and enlisted men of the 88th Observation Squadron. Lieuts. Douglas T. Mitchell, H.B. Fleming, C.H. Miller, L.S. Wait and S.J. Young, Privates J.C. Boyce and A.L. Hainlen made jumps this month. Lieuts. D.E. Whitten and J.C. Britton are scheduled for jumps, but all the rip cords have been lost and a new supply has been requisitioned.

A flight of six planes led by Major Brereton flew from this station to Kelly Field to observe the demolition of twenty condemned airplanes which took place at Camp Stanley. The destruction of these planes by demolition bombs dropped by the 3rd Attack Group was postponed, however, so the flight returned. Four days later, Captain L.P. Hickey led a flight of four planes, piloted by Lieuts. C.E. Shankle, Douglas T. Mitchell and C.H. Miller back to San Antonio to witness the bombing.

On November 21st, a flight of three planes, piloted by Lieuts. Richard I. Dugan, C.H. Miller and H.B. Fleming, was dispatched from this station to Fort Crockett to participate in the demonstration maneuvers preceding the Mason M. Patrick Trophy Race.

Lieut. Winfield S. Hamlin flew to Bethany, Oklahoma, last week and took some very interesting pictures of the area destroyed by the recent tornado in which about twenty people were killed.

Lieut. E.F. Maughan is spending three months on detached service in Washington, D.C.

Lieut. D.E. Whitten and Master Sergeant C.F. Colby spent four days at Camp Wood, Texas, on a hunting trip. They still maintain they were hunting.

The 88th Observation Squadron takes great pleasure in announcing to the Air Corps the arrival of a promising new pilot (Ralph P. Hickey) in the home of Captain and Mrs. Lawrence P. Hickey on November 16th. Those wishing cigars may address their letters to Captain L.P. Hickey, Fort Sill, Okla.

36th Division Aviation, Texas National Guard, Houston, December 5th.

The Squadron was honored by a visit from Major Junius W. Jones from the Inspection Division, Office of the Chief of the Air Corps, who inspected the organization on November 23rd. He was assisted by Technical Sergeant Xura L. Horn. The Major and the Sergeant arrived in Houston on the 22nd, coming from New Orleans. Shortly after noon on the 23rd, after a busy morning inspecting

equipment, supplies and records, they cleared for Fort Crockett, Galveston, Tex.

The Squadron was favored by visits during the past month from numerous officers, among whom was the Hon. David S. Ingalls, Assistant Secretary of the Navy in charge of Aeronautics. He was accompanied by Captain J.H. Towers and Lieut.-Commander W C. Molten, U.S.N. They arrived on November 6th enroute to the Pacific Coast. While here, the Secretary made an address to a distinguished gathering of citizens.

Other officers who visited the Squadron during the month were Lieuts. Howard Moore, C.G. Williamson, G.H. Beverly and E.C. Robbins from Kelly Field; Lieuts. R.D. Knapp, H.L. Sanders and A. Boyd from Brooks Field; Major Nethervood from Mather Field, Captain [illegible] Muse from Maxwell Field, Captain John Beveridge fromBolling Field, Lieut. Westley from Fort Crockett, and Lieut. M.B. Asp from the Fairfield Air Depot.

Scott Field, Belleville, Ill., December 13th.

After a rather unsatisfactory football season, Scott Field athletes are turning their attention to the formation of a basketball team which hopes to bring back some of the athletic prestige which is usually enjoyed at this station. The football team did win its most important game with Chanute Field, but that was the only win chalked up, and the refusal of Jefferson Barracks to play added a little satisfaction. The basketball team seems to have prospects of having a rather satisfactoey season despite the loss of several of the standbys on the team last winter. The talent available from the 15th Observation Squadron should go a long way to filling up any holes in the lineup, and it is hoped the team will again carry off the honors in the Army, Navy and Marine Corps League.

The Scott Field team will be somewhat delayed in its start of the season, as the gymnasium had to be moved to allow of an additional airplane hangar, and the work has not yet been completed. A small squad of players of known ability have been working out for a few days in Belleville under the direction of 1st Lieut. Fred A. Ingalls, but until the gymnasium is completed it will be impossible to have anything like systematic practice. The team was unable to play its opening game in the league on the night of December 12th with the 7th Battalion Naval Reserves, and it is expected that the games scheduled for Scott Field a week later will have to be transferred to Jefferson Barracks. If this is done, Scott Field will be host to the league for its three weekly games on the night of January 16th. The other teams in the league are Battery "A", Missouri National Guard; 138th Infantry, Missouri N.G.; 35th Division Air Corps, Missouri N.G.; and the 6th Infantry, Jefferson Barracks. It is expected to start the Post Basketball Championship League soon after the Christmas holidays.

Brooks Field, Texas, December 7th.

Staff Sergeant Herbert C. Mitchell was at Brooks Field for a few hours' visit, having returned from a month's furlough spent hunting turkey and deer at Center Point, in the vicinity of Kerrville. The genial Sergeant, in reciting adventures that befell him during the trip, said that on one occasion when overtaken by rain, his car became imbedded in mud, and he was forced to spend the night in the hills with a goat herd. Another guest, perforce, joined the party, he having attempted to pull Sergeant Mitchell's car from the sinkholes and himself was caught. Sergeant Mitchell, still with another month's furlough, left for Houston where he expects to try his luck, this time at duck shooting.

Colonel H.B. Clagett, Major H.H.C. Richards, Lieuts. Lewis A. Dayton and A.E. Waller, of Brooks Field, and Lieut. Vanaman, of Dayton, Ohio, formed a party that flew to Eagle Pass and vicinity on November 26th.

Marshall Field, Fort Riley, Kansas, December 3rd.

Lieuts. Meyer, Wright and Holland, of the 16th Obs. Squadron, left for Chicago to attend the Army-Notre Dame football game at Soldiers Field on Nov. 28th. They were accompanied by Captains Berg, McDonald and Lieut. Ketchum of the Cavalry. It was a terrible day for the game, but they say it was well worth the discomfort they were caused.

The 16th Observation Squadron is scheduled to receive a tri-motored transport in exchange for their old Douglas C-1-C.

Lieuts. Blackburn, L.R. Brownfield, Wagner and Sherwood left here Nov. 27th for the Fairfield Air Depot to ferry back four Douglas O-25A's.

Lieut. Hayden Sears is instructing a class in riding. Four afternoons a week the Air Corps officers spend an hour on the backs of horses.

Lieut. Sam Cheyney flew to Denver, Colo. on November 17th. Poor weather conditions delayed his return until Nov. 20th.

Lieut. Victor Beau, enroute to Denver, Colo., flying a Douglas O2-H, stopped overnight at this station Nov. 24th, and left the following morning.

Major and Mrs. Goolrick entertained the officers and ladies of the Air Corps at dinner on Nov. 26th.

The 16th Observation Squadron served a Thanksgiving dinner to the officers of the Air Corps and their families.

Major Houghland, Corps Area Air Officer, Omaha, Neb., visited this post on November 24th, flying an O-25A.

Captain William B. Wright, of Kansas City, Mo., landed here Nov. 24th, and returned to his home station the same day.

France Field, Panama Canal Zone, December 8th.

Once again the 25th Bombardment Squadron, in the person of Corporal Jack Schwendinger, came into the limelight as a collector of animals. Jack, known as "Smoky Joe," was out hunting and saw a bird drop exhausted on the beach. He picked it up and found the bird had a leg tag bearing the number and stencil of the U.S. Biological Survey. He wrote them and is still waiting to hear where the bird is from.

Lieut. James A. Healy is now commanding officer of the 25th Bombardment Squadron. Formerly Adjutant of the 7th Observation Squadron, he succeeds Lt. Harold D. Smith, who assumes the adjutancy of the Squadron.

Lieut. Robert T. Zane, Aviation Advisor to Governor Burgess of the Panama Canal, has been at Managua, Nicaragua, where he has been conducting a Department of Commerce examination for pilots and airplane mechanic licenses. He has given similar tests in several South American capitals.

Private Harry F. Diehl, 24th Pursuit Squadron, whose address was given as Johannesburg, Penna., was drowned in the Chagres River when he attempted to recover a fishing pole lost in the stream. He, accompanied by one of his squadron mates, went into the fast moving stream to recover the pole after its owner, having fallen in the stream, cast it aside to save his own life. Diehl's companion was saved with difficulty, and Diehl would have been saved had he been able to stay afloat for a matter of minutes. Friends of his, headed by Corporal Crawford and Corporal McCarson, maintained a sixteen hour vigil until the body was recovered.

It is beginning to appear as if the dry season will soon be with us, and all organizations are preparing themselves for maneuver period.

The following changes in commissioned personnel recently took place: Captain Bowland, QMC, to Holabird, Md.; Lieut. Ward F. Robinson, A.C., to Mitchel Field, N.Y.

The following changes in enlisted personnel have taken place:

From France Field to other stations:

From 24th Pursuit Squadron - Staff Sergeant Malone to March Field, Calif.; Technical Sergeant Brown to Brooks Field; Staff Sergeant Waytulonis to Rockwell Field; From 25th Bombardment Squadron - Staff Sergeant Lutes to Crissy Field; Staff Sergeant Kilmetz to Langley Field; Staff Sergeant Wissel to O.D. & R. Depot, Brooklyn, N.Y.; From the Band - Sergeant Sheldon to Kelly Field; Sergeant Reuter to Chanute Field; From 63rd Service Squadron - Sergeant Knight to Brooks Field; Staff Sergeant Gilmore to Kelly Field; Master Sergeant Cote to Brooks Field; From 12th Photo Section - Staff Sergeant Crow to Scott Field, Ill.; From 24th Pursuit Squadron - Master Sergeant Williams to Kelly Field; From 7th Squadron - Master Sergeant Redfern to March Field; From Headquarters Flight - Sergeant Roxbury to Fort Sam Houston, Texas.

To France Field from other stations:

To 2 th Bomb. , Squadron: Sergeant Coons from Kelly Field, Texas; Sgt. Olsson from Fort Crockett, Texas; Staff Sergeant Ramsey from Candler Field; to 24th Pursuit Squadron - Staff Sergeant Roy from Rockwell Field; Sergeant Dodd from Langley Field; Sergeant Finkelstein from Mitchel Field; to Band Detachment - Sergeant Veronneau from Chanute Field, Ill.; Sergeant Lindsey from Fort Crockett, Texas; Sergeant Mena from Fort Crockett; to Headquarters - Sgt. Johnson from Langley Field; Sgt. Sudyke from Dodd Field, Texas.

Staff Sergeant Ramsey was appointed Technical Sergeant and transferred to the Panama Air Depot, France Field.

France Field has long since stopped wondering where its wandering pilots are. It has reached the stage where the wives of the absentees are beginning to be skeptical whether it is a case of non available planes or a case of "The States." Lieut. Davies and Lieut. A.Y. Smith finally appeared here after a protracted absence, delivering two Sikorskys. Now that the problem of flying time is somewhat settled by the arrival of the amphibians, the field is still looking forward to the delivery of the new O-19's and new Bombers.

Third Attack Group, Fort Crockett, Texas, December 15th.

The Fort Crockett Flyers were eliminated from the 8th Corps Area Football Tournament, suffering defeat at the hands of the Fort Sill evelen on December 7th at the Fort Sam Houston Field by the score of 27 to 13. Although the Flyers lost, they played the best game of their season. Handicapped by a small group of reserves and lack of weight, the Flyers were no match for the Red Legs, who had a squad of 64 men and an extra heavy line. The score at the half was 20 to 0, but this did not daunt the former champions, as they came back to make two touchdowns by the aerial route.

The sting of such a defeat was lessened when the team received news of the Kelly Field triumph over the Red Legs. It looks as though the Trophy will remain in the Air Corps for another year.

The Flyers feel that they have had a fairly good season, despite the loss of the Corps Area championship, for they defeated the Dr. Peppers, their deadliest rivals, by a score of 13 to 7, and ended the season with the two other Galveston teams in a three way tie for the city championship.

A game with a City All-Star team is scheduled for December 21st, the proceeds thereof to be turned over to charity.

The basketball season has already begun here. A Post team was entered in the City League and is making good progress. The two games played thus far resulted in victories.

Lieut. John H. Fite was transferred from Fort Crockett to March Field. Lieut. Fite was formerly Personnel Adjutant at Fort Crockett and was active in all athletics. Rumor has it that an affaire d'amour called him West. The Third Attack Group wishes him cloudless skies and happy landings in his new home.

Mrs. Davenport Johnson, wife of the Commanding Officer, returned to Fort Crockett after a long stay with relatives in Europe.

Lieut. Marion Dixson, Air Reserve, pilot, with Hal Roach, of the Roach Comedy Studios; Miss Helen Morgan, and Arthur Loew, of the Metro-Goldwyn-Mayer Picture Corporation, were the guests of officers of Fort Crockett on December 15th. They made a brief stop at Galveston enroute to Mexico City for the selection of a suitable site for the filming of "Conchista," in which Miss Morgan will star.

San Antonio Air Depot, Duncan Field, Texas, December 2nd.

Major A.W. Robins, Commanding Officer; Captain C.E. Branshaw, Chief Engineer Officer; Lieut. L.S. Webster, Station Supply Officer, and Lieut. C.E.Thomas, Jr., Depot Supply Officer, attended the annual Engineering and Supply Conference held at the Materiel Division at Wright Field, Dayton, Ohio., Dec. 1st to 5th.

Lieut. A.W. Vanaman, of the Materiel Division, Wright Field, dropped in for a pleasant informal visit at this Depot on November 13th, while on a hunting trip in this vicinity. Lieut. Vanaman was formerly Chief Engineer at this Depot.

Lieut. Myron R. Wood, of the Office Chief of the Air Corps, while at Kelly Field recently in connection with a forced landing at Austin, Texas, of a P-12C, which he was ferrying from Seattle, Wash., to Langley Field, Va., paid a brief informal visit to the Depot on Nov. 14th, and was greeted by his old friends here. Lieut. Wood was Depot Supply Officer here some years ago.

Lieut. Milo McCune, of Langley Field, Va., stopped over at this Depot on Nov. 14th-15th, en route ferrying a P-12C from Seattle to his home station.

Captain Wm. K. Ennis, of the 35th Division Aviation, Texas National Guard, at Houston, was a visitor at the Depot November 14th and 15th, having ferried in an O2-H plane of that organization for repair.

Captain Dudley B. Howard, while on leave of absence and en route from March Field, Calif., to his new station, Wright Field, Ohio, was a visitor at this Depot the latter part of November with his family as the guest of Lieut. A.S. Albro and family.

Major J.H. Pirie, of the Office Chief of the Air Corps, afforded this Depot the pleasure of an informal visit on December 1st while in this vicinity. Major Pirie was Commanding Officer of the Depot in 1926 and 1927.

Mr. Albert Jarvis, of the Curtiss-Wright Corporation, Paterson, N.J., arriving in San Antonio for a stay of some months as the general service representative of that corporation for military aviation activities in this territory, called at this Depot on December 1st.

Lieuts. E.V. Harbeck and A.S. Albro rejoined this Depot on December 1st from an extended cross-country flight, ferrying two P-12C's from the Boeing Airplane Company's factory at Seattle, Wash., to Langley Field, Va., and ferrying two P-1 planes from the latter field to Kelly Field. They reported nothing untoward on this flight except some degree of weather at the beginning and at the ending of the trip.

Selfridge Field, Mt. Clemens, Mich., December 1.

During November, Major Brover and Lieut. Griffith spent a week in Dayton as a member of the Pursuit Board in session there.

Major Brett, Post Commander, made a cross-country flight to Fort Leavenworth during November.

94th Pursuit Squadron: November 23rd saw the start of the westward trek of the old P-12B's, which are being transferred to Rockwell Field. Three pilots from Selfridge Field started for Rockwell early Sunday morning, and will return from Seattle, Wash., in three of the new P-12C's. In the near future it is planned to start all the remaining P-12B's on the road to Rockwell, and then the 94th will go back to the P-1's, which are now being used by the 27th Pursuit Squadron.

Selfridge Field followed a new plan this year in regard to its football team. Instead of having a team for each squadron, and one for the post as well, it was decided to have only the Post team. Lieut. Harbold, engineering officer for the 94th Squadron, was selected as head coach for the team, and it is agreed by all that the choice was a good one. During the entire season, Selfridge lost only one game. This was a return engagement with Port Huron and was a well fought contest even though we came home with the small end of the score.

As proof of the fact that "Skippy" did not expect someone else to do all the "dirty work," we find him blossoming out just a few days before the Mitchell Trophy Race with a "busted" nose. A close investigation was made by his brother officers in the 94th, and it seems to be rather a proven fact that "Skippy" really did get the "bad" nose in a football game. The nose seems to be improving rapidly, and of course Coach "Skippy" is improving right along with the nose.

It is one of the customs of the 94th Squadron to hold forth with a rousing big dinner on Thanksgiving Day each year. This year was no exception to the rule, and quite a number of guests were invited, including Col. Eddie Rickenbacker.

Sgt. Hoffman, who seems to know just how to make the most out of a dead turkey and all the trimmins that go with it, had a most appetizing menu planned out.

17th Pursuit Squadron: On November 25th, Lieut. Coleman went to Washington with the 94th Squadron to participate in the ceremonies for Col. Rickenbacker.

The main trouble encountered in the maintenance of our P-12C's so far has been with the ring cowling brackets breaking. An average of three ships were out daily because of broken brackets. The Engineering Officer decided to take the cowling completely off until stronger brackets could be procured from the Boeing plant. At present we have four ships fitted with the new brackets, and they have given no trouble to date. A decided decrease in speed and maneuverability was noticed with the rings off.

On November 6th the Squadron was assigned two new officers, who just reported from the Air Corps Advanced Flying School, namely, Lieuts. Heiman and Merrill. We now have sixteen officers in the Squadron all told.

The Squadron made preparations for a real home-like Thanksgiving Dinner. Captain Hoyt authorized the spending of funds for decorations and ordered a real good job, with the result that on Thanksgiving Day the personnel did not recognize their dining room. Invitations were sent to all officers of the Squadron

as well as to officers of the field who were unattached.

On November 14th Captain Hoyt flew to Grayling, Mich., for the purpose of hunting deer, spelled D-E-E-R. He got one. The Captain had not been out more than 15 minutes on Saturday morning before he had his deer. He reported that the bullet went in at the base of one of the antlers, knocking it completely off.

On Novemver 8th Lieut. Hixson flew to Indianapolis, Ind., to attend a Reserve Officers' banquet.

27th Pursuit Squadron: During the month three additiona ships were assigned to the Squadron, bringing the total up to 22.

Since the 36th Pursuit Squadron was organized on October 1, 1930, the following officers were attached for flying to the 27th Pursuit awaiting the arrival of the P-6's: Lieuts. Elliott, Olsen, Brignall and Johnson. Recently, several P-6's arrived at this station, and the above pilots are now flying ships of their own organization.

Fair weather prevailed during most of the month, allowing the squadron to participate in several tactical problems with good results.

On November 12, 1930, Lieuts. Boatner, LeMay, McGuire and Davis left for Manistique on a hunting trip. It is understood that while they were in the wilds of Northern Michigan they shot three deer.

Throughout the month the 27th engaged in a strenuous program, and the P-1's were kept in first class condition throughout the month.

36th Pursuit Squadron: Major Brower arrived on November 11th with the fourth P-6, and Captain Ott and Lieuts. Griffith and Egan proceeded to New York for three more ships. It is expected that within a short time the 36th will have enough planes to take an active part in the training now being carried on.

San Antonio Air Depot, Duncan Field, San Antonio, Texas, December 15th.

Major A.W. Robins, Commanding Officer; Captain C.E. Branshaw, Chief Engineer Officer; Lieuts. L.S. Webster, Station Supply Officer and C.E. Thomas, Jr., Depot Supply Officer, this Depot, attended the annual Engineering and Supply Conference held at Wright Field, Ohio, Dec. 1st to 5th. They reported an enjoyable and beneficial conference.

Lieut. Donald F. Fritch, upon completion of his tour of duty in Panama, will be assigned to duty at this Depot.

Mr. Stanley W. Richardson, Wright Field, Dayton, Ohio, recently visited here to instruct personnel concerned and correct difficulties encountered in the operation of machine bookkeeping. Visits to San Antonio stations will require about two weeks' time, after which he will proceed to the Pacific Coast.

Lieut.-Colonel Lewis H. Brereton, Commanding Officer of Air Corps Troops, Fort Sill, Okla., leading a formation of three O-19's, arrived here December 1st for the purpose of having these planes inspected. He departed for Fort Sill on December 5th, leading a flight of three O-19B's.

Lieut. Robert D. Moor, Selfridge Field, leading a flight of three P-12B's, arrived here Dec. 3rd, departing on the 5th, leading a flight of five of these planes bound for the West Coast.

Captain Howard B. Nurse, Constructing Quartermaster, Fort Sam Houston, Texas, and 2nd Lt. Elmer E. Kirkpatrick, Jr., QMC, Ft. Sam Houston, visited here Dec. 4th for conference relative to location of a new Oil Reclamation building.

Lieut. Charles C. Scott, 36th Division Aviation, Texas National Guard, Houston, arrived in an O-2 December 8th, and departed same date.

Captain George W. McEntire, Boston Airport, Mass., and 1st Lt. Charles M. Cummings, Instructor, Ohio National Guard, Cleveland Airport, Ohio, paid an informal visit to this Depot recently.

First Lieut. Joseph A. Wilson, Boston, Mass., enroute to the West Coast in order to ferry a plane back to his home station, paid an informal visit to this Depot on Dec. 12th. Lieut. Wilson, formerly stationed here as Utilities Officer, took the opportunity of greeting old acquaintances.

During November the following production of airplanes and engines were turned out by the Engineering Department of this Depot: Airplanes overhauled: 2 A-3, 1 B-5A, 3 BT-1, 4 O2-H, 1 O-19B, 2 P1-D, 2 P1-F, 6 PT-3, 1 PT-3A, 1 PW-9C, total 23. Airplanes repaired - 1 A-3, 2 A-3B, 2 BT-1, 1 BT-2B, 1 Condor, 1 C-7A, 3 O2-H, 1 O-19B, 1 P1-B, 1 P1-C, 1 P12-C, 1 PT-3, 1 PT-3A, 1 PW-9C, 1 O2-M3, total repaired, 19. Engines overhauled: 31 Curtiss D-12, 10 Pratt & Whitney, 30 Wright J-5, 2 Wright J-6, total 73; Engines repaired - 27 Liberty, 2 Pratt & Whitney, 6 Wright J-6, total 35.

Rockwell Field, Coronado, Calif., December 5th.

Lieut. R.M. McGlinn, of the 95th Pursuit Squadron, deserted the fast diminishing ranks of Rockwell Field bachelors. The ceremony was performed at Redwood City, Calif., on November 27th and united Lieut. McGlinn and Miss Catherine Comiskey of that city. Lieut. George E. Price, of the 95th, served as best man. After a short honeymoon, the newlyweds returned to Coronado, where they are now at home to their host of friends at 909 Olive Avenue.

Lieut. and Mrs. Arthur Ronin recently announced the arrival of a daughter, Delphine Ann Ronin. Mother and daughter are reported to be doing nicely.

Received by the Seventh Bombardment Group - a Loening Amphibian Oa-1C, equipped with Liberty motor, inverted, and wheels, retractable. In the words of a certain local officer - "Now, ain't that sump-in!" According to latest red hot dispatches from the Group Operations Office, under our good friend Capt. Grisham, said Duck will be used as an "alert ship." Each day, one pilot of the Group will be detailed as the "alert pilot" (we wonder), and will be required to make two landings on water as well as two on land. Many wagers are being offered as to the length of time the trusty Loening will stand up under the "alert" system.

Rockwell Field has a tennis team. Entered in the Bay City Tennis League in the face of some rather stiff competition, the squad has put up a creditable showing despite some very severe handicaps. Play in the league matches is helping to develop everyone's game which will prove of ill omen to the March Field aggregation when the inter-field match is played. The team is comprised of Lieuts. Charles H. Howard, Stanley K. Robinson, Carl B. Fry, Russell W. Munson, Ivan L. Farman and John N. Stone.

Captain Miles W. Kresge addressed the local reserve school December 4th on the subject of Aerial Bombing. The scope of Captain Kresge's talk was closely allied with the recent bombing tests conducted at Fort Sill, Okla. The San Diego reserve organization is deeply interested in the work done at Rockwell, and members of this command are fostering every opportunity to help the Reserve cause along.

The squash teams of Rockwell Field and the University Club of San Francisco are to meet in the near future to decide which outfit is the strongest in this kind of sport. Each squad has one victory to their credit, and the coming encounter promises thrills aplenty.

Major Barton K. Yount, Commanding Officer, accompanied by Lieuts. C.P. Kane, Depot Supply Officer; B.M. Giles, Chief Engineering Officer; and E.M. Robbins, Station Supply Officer, of the Rockwell Air Depot, departed via rail Nov. 26th for Wright Field, to attend the annual Engineering-Supply Conference.

Major A.L. Sneed arrived at this station Nov. 3rd, ferrying a Douglas BT2-B to his home station, Fairfield Air Depot. While here, Major Sneed renewed acquaintances with officers and civilian personnel who served under his command when he was at Rockwell Field.

Captain John M. Clark, Mather Field, arrived Nov. 18th to confer with Major Yount and Lieut. Kane relative to the Air Corps supply situation at his home station.

During the month of November, the Depot Supply made a total of 249 shipments of Air Corps supplies to activities in the control area. During this same period, 188 shipments were received from manufacturers, contractors, and other Air Corps stations.

Fairfield, Ohio, Air Depot, December 2nd.

The following are a few of the visitors at this station during the past two weeks: Lieuts. Rhudy and Slaght from Selfridge Field on cross-country mission, Nov. 15th; Lieut. McConnell and Mr. Betry, Norton Field, Nov. 17th, on cross-country mission; Lieut. Lanagan from Chanute Field, Nov. 17th, for minor repairs on an O-25 airplane; Capt. Williams and Lieut. Seaton, Nashville, Tenn., Nov. 18th, on cross-country mission; Major Kelly, Norton Field, Nov. 18th; Lieut. Persons, Maxwell Field, Nov. 18th in an O-19 for major overhaul; Capt. Colgan and Lieut. Mitchel, Lunken Airport, Nov. 18th on cross-country mission; Lieut. Phillipi, Norton Field, and Lieut. Winnings with Lieut. Bourg as passenger, Lieut Fields with Sgt. Kinder as passenger, Schoen Field, Nov. 20th, on cross-country missions; Lieuts. Souza, Burgess, Privates Evans, Smith and Sgt. Jackson, Chanute Field, Nov. 19th, for motor change; Lieut. Lidster, Selfridge Field, Lieut.

Hewitt, Little Rock, Ark., and Major Crom, Offut Field, Nov. 21st for major overhauls; Capt. Ott with three passengers from Selfridge Field, and Lieut. Cummings with Lieut. McQuilkin as passenger, arrived on the 21st on cross country missions - Captains McCullum and Vance, Bowman Field; Major Mann and Sgt. Carmichael, Chicago, Nov. 22nd, enroute on cross-country missions; Lieut. Alverson and Sgt. Webster, Norton Field, Nov. 23rd, enroute on cross-country missions - Lieut. Longfellow with five passengers, Nov. 24th, from Bolling Field enroute to Chanute Field - Captain George, Lieuts. Hunting, Timberlake, Ellinger, Schlater and Fitzmaurice, France Field, Nov. 24th, from Cleveland, enroute to Stout Field - Lieut. Reed, Selfridge Field, Nov. 24th for a motor change - Lieut. Craigie, France Field, Nov. 25th, enroute to Scott Field on cross-country mission - Lieut. Zimmerman, Norton Field, Nov. 25th on cross-country mission - Major McDonnell and Lieut. Haddon, Bolling Field; Capt. Pascale with four passengers, Langley Field, Nov. 27th enroute on cross-country missions - Lieut. Newhall with Sgt. Ossler, Chicago, Ill.; and Lieut. Jackson with Private Wheelover, Chanute Field, Nov. 28th, on cross-country missions - Lieut. Lucas V. Beau, Jr., Air Corps Instructor, 45th Division Aviation, Colorado National Guard, Nov. 19th, to ferry to his home station, Lowry Field, an O2-H airplane overhauled at this Depot.

Major A.L. Sneed attended the Army - Notre Dame game at Chicago, Nov. 29th.

Lieut. Melvin B. Asp, accompanied by Lieut.-Col. L.E. Goodier, Jr., also attended the Army-Notre Dame game at Chicago.

Second Lieut. Leon W. Armour, Air Reserve, reported Dec. 1st for a two weeks' tour of active duty. He was assigned to the Supply Department.

Another "Get-Together Party," sponsored by the Wilbur Wright Officers' Club, was held at Side Slip Inn on Friday evening, Nov. 21st, and was enjoyed by everyone present.

The Women's Aeronautical Association gave a luncheon Nov. 25th at the Officers' Club, at which time the contract bridge lessons given by Mrs. James Hunt were continued.

Fairfield, Ohio, Air Depot, Dec. 16th.

Major A.L. Sneed, Commanding Officer; Capt. Edward Laughlin, Engineer Officer; Lieuts. George V. McPike, Depot Supply Officer and John A. Austin, Station Supply Officer, attended the Engineering- Supply Conference at Wright Field, December 1st to 4th.

Capt. Edward Laughlin departed on 20 days leave of absence Dec. 7th, during which time he visited in Trenton, N.J., and New York City.

Lieut. Frederick M. Hopkins, Jr., departed for Pope Field, Dec. 5th, to obtain an O-19 airplane to be overhauled at this station. He returned on the 10th.

The Officers' Club was twice the scene of social functions in the past two weeks - a Dance on December 2nd for the entertainment of the officers attending the Engineering-Supply Conference, and their wives; and another Get-Together Party on December 13th.

Among those visiting the post during the past two weeks, the following were noted: Lieuts. Alexander and Harris from Pope Field, Dec. 2nd, for minor repairs to O-19 airplane - Capt. Pascale and four passengers, Langley Field, Dec. 2nd, enroute from Selfridge Field to Langley Field; Capt. Stromme, France Field, Dec. 2nd, enroute from Buffalo to Scott Field on cross-country mission - Lieuts. Peck and Morton, Maxwell Field, Dec. 2nd, on cross-country mission from Bowman Field to Maxwell Field,- Lieuts. Anderson and Marriner from Chanute Field Dec. 2nd on cross-country flight - Lieut. Parker, Selfridge Field, Dec. 4th, for change of motor - Capt. Wright and Pvt. Barrack, Richards Field, from Schoen Field, Dec. 8th, for major overhaul - Lieut. Davis, Selfridge Field, Dec. 8th, enroute from Maxwell Field to Selfridge Field on cross-country mission - Capt. Hayes and Lieut. Harris, Scott Field, Dec. 8th, enroute to Bolling Field - Lieut. Ballard with nine passengers from Selfridge Field on Dec. 9th - Lieuts. Maitland, Patrick, Drumm, Schramm, Boeker and Palmer, Kelly Field, Dec. 9th, on cross-country mission - Lieut. Brownfield, Marshall Field, Dec. 9th, for major overhaul of his plane - Lieut. Johnson, Selfridge Field, Dec. 11th, for change of motor - Lieut. Webster, of Brainard Field, December 11th, on cross-country mission to Bolling Field.

Crissy Field, Presidio of San Francisco, Calif.:

The Crissy Field basketball team lost the first game of the season to H Co. 30th Inf.; score 22 to 18. C Co., 30th, defeated us on November 28th to the tune of 30 to 11. On Dec. 5th, Crissy Field defeated the Presidio Athletic Club 33 to 9. Crissy Field plays basketball games every Friday night in the Post Gymnasium, which was formerly the ROTC hangar. Usually there will be one or two games played there by outside teams, so that there are three hours or more of entertainment every Friday evening for those who wish to watch.

A baseball league, playground variety, started Dec. 2d. Five teams were made up out of the personnel of the Post, so that every department was represented. The officers made one team, and the departments are divided up into 4 teams of enlisted men; the Photo Section, Line, Supply and Headquarters. The interest is quite keen, and there is good material on all teams. There is so much interest that now the men like to play and look forward to the games, and play whenever possible. The league has 20 games scheduled and in ten days, 9 of the league games have been run off. It was thought that 20 games would be too much, and the league was an experiment. The results were better than hoped for. At present the standing percentage is: Officer, 800; Supply, 667; Line, 500; Photo Section, 250; Hq., zero.

An inter-departmental track and field meet held Nov. 26th, in the morning from 8:30 to 11:45 included the following events: A 100-yard relay; 75-yard sprint; potato race; rescue race; sack race; three-legged race and other old standbys. The meet ended up in a play-ground baseball game between the officers and enlisted men, the officers losing. So much fun was the result of the ball game that the ball league was started. A beautiful plaque, called the YMCA Trophy, donated by the Presidio YMCA, was won by the Line. Score for the meet was: Line, 30; Hq.,24; Transportation, 17; Materiel, 7. The meet was a success. Officials were "Tex" Hunter,(YMCA) Referee; Capt. Prosser, A.C., Starter; Lieut. Brewer, Air-Res., in charge of the meet; Lieut. Boudreaux, Clerk of Course; Lieut. Upston, A.C., Lieut. Ted Smith,Air Res. and Lieut. Crew, Air Res., Judges.

Crissy Field's new tennis court is about 98% completed. It has a foundation that will last through the next war, and the court is conveniently located between Headquarters and the Reserve Hangar.

Monday, Dec. 22d was the appointed day for a smoker for the entire Post under the auspices of the Athletic Officer, Lieut. Brewer. Features of the Smoker were: Music, that is, Jazz; 8 rounds of amateur fights and smokes. The 30th Infantry loaned their ring for use that evening.

Lieut. E.B. Abbey of the Buildings & Grounds Division from the Chief of the Air Corps' office was here for a few days to confer with Col. Lahn in regard to the speeding up of the buildings at the new Marin Bombing Base. All of the Bay District are very much interested in the opening up of both of the new fields - Alameda Repair Depot and the new field in Marin County.

FOOTBALL

KELLY FIELD WINS OVER AIR CORPS RIVALS

By Jack R. Germaine, Army Sports Correspondent.

The fighting Flyers from Kelly Field defeated their Air Corps rivals, the Brooks Field Maroons, 6 to 0, on Thanksgiving Day and ended the season in a deadlock for first place honors with the 1929 champions, the Twenty-third Infantry Doughboys, in the San Antonio Army Football League.

An extra game will be necessary to decide the championship and will be played on New Year's Day between the Kelly Field Airmen and the 23d Infantry Doughboys. The final standing is an exact duplication of last year, both the Flyers and the Doughboys being tied for first place at the close of the season, the Infantrymen from Ft. Sam Houston finally emerging victors after a three-game series, two of which ended in ties.

The battle for the "Air Corps football supremacy" was waged on the Brooks Field gridiron under ideal summer weather conditions before a crowd estimated at 3500 soldiers and civilians.

The Game.

Brooks Field won the toss and chose to defend the north goal. Cundiff, Kelly end, kicked off to Smith, who made a 12-yard return to his own 25-yard line. The Maroon backs, headed by Smith, star halfback, plunged through the

mighty forward wall of the Kelly Field Flyers for two consecutive first downs, placing the pigskin on Kelly's 38-yard line before they were halted. Kelly Field duplicated the Maroon's feat, rushing the ball to the Maroons' 20-yard line, featuring a sensational aerial attack that amazed the Brooks Field gridironers. A series of criss-cross plays moved the ball within the shadow of the Maroons' goal-post where Turner, Kelly back, plunged over the center of the line for the touchdown, the only one of the game, and what turned out to be the winning margin. Cundiff's try for extra point failed when a trio of Maroon tacklers rushed through to smear his kick.

The opening quarter ended shortly thereafter with Kelly Field in possession of the ball on Brooks' 33-yard line.

During the second quarter, the Flyers, headed by Parton, Mylnchek and Turner, carried the ball to the Maroons' 25-yard line, where Decuir, Maroon back, intercepted a pass.

Again, Kelly Field threatened to score when a 35-yard pass from Parton to Holtzclaw was successful, placing the ball on the Maroons' 43-yard line. Vick broke through for a substantial gain, setting the ball on the enemy's 24-yard line. It was at this time that Kelly fumbled and Porter, stellar tackler for Brooks recovered, ending another Kelly Field threat.

In the final quarter, Sartain punted to Kelly Field's 18-yard line, a 53-yard punt. Two line plays failed to net the Kelly backs any yardage, and on attempting a trick-play, Turner fumbled and Van Deventer recovered for Brooks Field. Two off-tackle plunges by Sartain netted nine yards, putting the ball on Kelly's 9-yard line. This was the first time during the game that the Maroons really threatened to score. Freeman missed a first down by inches, and Kelly took the ball on downs, Parton punting out of danger as the gun sounded, ending the game.

Outstanding performers included Sartain, Smith, Pratt, Porter and Van Deventer for the Brooks Field Maroons, and Mylnczek, Turner, Parton and Holtzclaw for the Kelly Field Flyers.

Score by Quarters:						
Kelly Field	6	0	0	0	-	6
Brooks Field	0	0	0	0	-	0

Scoring Touchdowns: Kelly Field (Turner); First Downs: Kelly Field (6), Brooks Field (4); Penalties: Kelly Field - 6 for 65 yards; Brooks Field - 3 for 25 yards.

DOUGHBOYS WIN FIRST EIGHTH CORPS AREA BATTLE FROM BROOKS FIELD

By Jack R. Germaine, Army Sports Correspondent.

Lieut. "Spike" Nave's Twenty-third Infantry Doughboys from Ft.Sam Houston, undefeated in the recent San Antonio Army football loop, opened its bid for Eighth Corps Area football laurels, scoring a 13-0 victory over the Brooks Field Maroons in the opening game of the Eighth Corps Area football tournament.

The game was played under ideal football weather conditions before a crowd estimated at 3000 on the Ft.Sam Houston gridiron, Saturday afternoon.

The Aviators from Brooks Field never had a chance against the rugged Doughboy combination that clicked like a veteran machine from the opening whistle till the final gun, piling up eighteen first downs as compared with two by their opponents.

Doughboys Score on Pass in First Quarter.

The Infantrymen from Ft.Sam Houston scored once in the initial quarter. Taking the ball on their own 42-yard line shortly after the opening kickoff, Umberger, Paine and Nave, with their terrific line plunges and off-tackle smashes carried the ball deep in the Maroon territory when a pass from Umberger to Minnis, a six-foot-four right end, was over the goal and complete for a touchdown. Sartain, Maroon quarterback, made a valiant attempt to bust up the pass but failed when the pigskin landed square in the arms of the waiting Doughboy, Minnis. A pass from Lieut. Nave to Umberger clear out to the right end of the field was complete for the extra point.

The second quarter failed to see any team score although the Doughboys threatened. The Maroons seemed to brace up considerably but were still lacking with offensive power.

The second and final touchdown of the Doughboys came in the middle of the third quarter. Taking the kick on his own five-yard line, Umberger, of the

Doughboys, evaded a half-dozen Maroon tacklers before being downed after a 45-yard run. Again the offensive punch of the Infantrymen came to life, marching straight down the field with Paine, Umberger and Doshinko leading the attack. Umberger plowed through the center of the Maroon line for the touchdown. Nave's kick for the extra point was wild and the third quarter ended 13-0.

The Maroons displayed their only real football in the final quarter when they completed a forward pass that netted them seventy-five yards. A bullet pass of ten yards from Sartain to Freeman was complete, the Maroon quarterback galloping 65 yards before being overtaken by Umberger. It looked like the Brooks Field Flyers were going to cross the chalk-line of the Doughboys. Their threat was halted on the Doughboys' ten-yard line where they hit a stone wall, failing to net any yardage on four plays. The game ended shortly afterwards with the Infantrymen in possession of the ball in midfield.

The bands from the Air Corps Training Center and the Twenty-third Infantry were on hand for this colorful occasion.

A radio public-speaking unit was installed by the Second Signal Company of Ft. Sam Houston where Capt. Shelton, an expert announcer, kept the spectators informed as to the progress of the game and all the outstanding features.